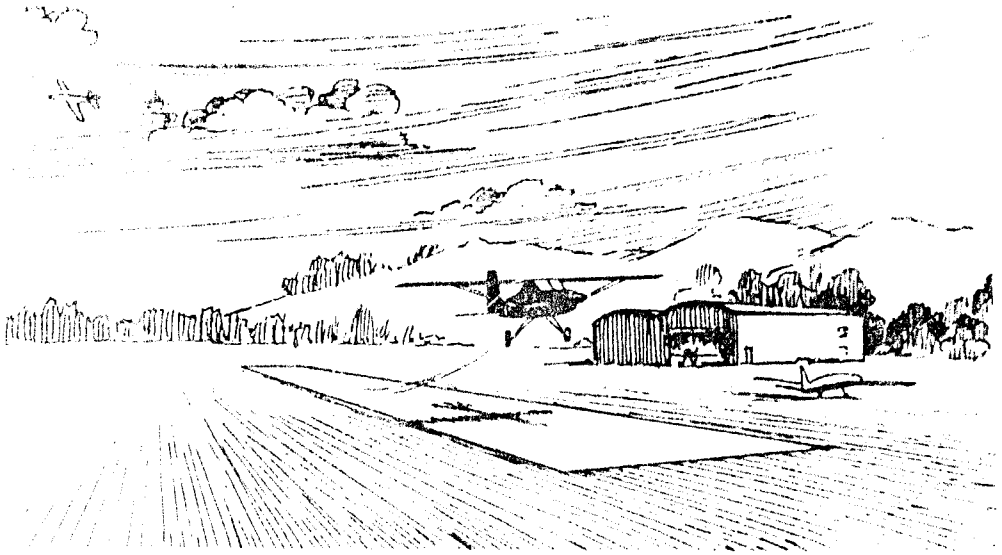
REPORT NO. FAA-MS-80-5

1978 GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY



MARCH 1980

ANNUAL SUMMARY REPORT

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Office of Management Systems
Information and Statistics Division

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16. Abstract

This report presents the results and a description of the 1978 General Aviation Activity and Avionics Survey. The survey was conducted during early 1979 by the FAA to obtain information on the activity and avionics of the United States registered general aviation aircraft fleet, the dominant component of civil aviation in the U.S. The survey was based on a statistically selected sample of about 13.3 percent of the general aviation fleet and obtained a response rate of 74 percent. Survey results are based upon responses but are expanded upward to represent the total population.

Survey results revealed that during 1978 an estimated 39.4 million hours of flying time were logged by the 198,778 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 197.7 hours. The active aircraft represented 85 percent of the registered general aviation fleet. The report contains breakdowns of these and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Also included are fuel consumption, lifetime airframe hours, avionics, and engine hours estimates.

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METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
	LENGTH			
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
	AREA			
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2	square miles	2.6	square kilometers	km^2
	acres	0.4	hectares	ha
	MASS (weight)			
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
	VOLUME			
tsp	teaspoons	5	milliliters	ml
tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft^3	cubic feet	0.03	cubic meters	m^3
yd^3	cubic yards	0.76	cubic meters	m^3
	TEMPERATURE (exact)			
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

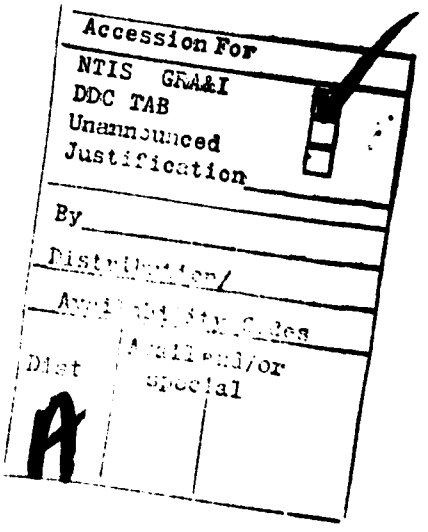
Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
	LENGTH			
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
	AREA			
cm^2	square centimeters	0.16	square inches	in^2
m^2	square meters	1.2	square yards	yd^2
km^2	square kilometers	0.4	square miles	mi^2
ha	hectares (10,000 m^2)	2.5	acres	
	MASS (weight)			
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
	VOLUME			
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m^3	cubic meters	35	cubic feet	ft^3
m^3	cubic meters	1.3	cubic yards	yd^3
	TEMPERATURE (exact)			
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F

PREFACE

This report presents the 1978 General Aviation Activity and Avionics Survey results compiled at the Transportation Systems Center (TSC) by the Statistical Design and Analysis Branch under Project Plan Agreement FA-043 sponsored by the Federal Aviation Administration (FAA), Office of Management Systems, Information and Statistics Division. The survey is the continuation of an FAA data collection program to gain information on the activities and avionics equipment of the general aviation aircraft fleet. The results represent the cumulative effort of several agencies within the Department of Transportation. TSC developed the survey method, sample design, and computer system for sample selection, data editing, and estimation of results. They also ran the system during survey production. Within the FAA, the Information and Statistics Division sponsored and coordinated the activities associated with the survey, the Data Systems Management Division was responsible for printing names, addresses and aircraft information on the questionnaires, and the Mike Monroney Aeronautical Center provided data tapes, conducted the telephone follow-up survey, and transferred the survey responses to machine readable forms.

The author would like to acknowledge contributions to this report by Carolyn Edwards and Nicholas Soldo, AMS-220, who guided the project as sponsors and reviewed the report text. Thomas Cramer of Systems Development Corporation designed and programmed the entire computer system for the survey, and performed the production runs to produce the estimates printed in this report. He was assisted on several of the final report programs by James Guarente, Fred Doten, and Sidney Shapiro, also of SDC.



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EXECUTIVE SUMMARY

This report presents the results of the second General Aviation Activity and Avionics Survey, conducted in 1979 by the Federal Aviation Administration to obtain information on the activities and avionics of the 1978 general aviation aircraft fleet, the major component of civil aviation in the United States. The FAA selected a statistically designed sample of about 13.3 percent of the registered general aviation fleet to participate in the survey. The sampled aircraft represented all states and FAA regions, and all of the major manufacturer/model groups of aircraft. The survey was conducted through a mailed questionnaire, with a telephone follow-up survey of a sample of non-respondents, yielding in total a response rate of 74 percent.

Some important survey findings appear below:

- An estimated 39.4 million hours of flying time were logged by the 198,778 active general aviation aircraft in the U.S. fleet during 1978. These aircraft had a mean annual flight time per aircraft of 197.7 hours and represented 85 percent of the registered general aviation fleet.

- Turboprop aircraft flew over 510 hours per aircraft during 1978, more than any other aircraft type. Moreover twin engine turboprops with thirteen or more seats flew more than 1000 hours per aircraft. In contrast, single engine piston powered aircraft averaged fewer than 175 hours per aircraft during the year.

- The most common primary use of a general aviation aircraft was personal for an estimated 48 percent of the active fleet, followed by business for 22 percent of the fleet, and instructional for 7 percent of the fleet.

- The most populous region in terms of based aircraft was the Great Lakes Region, housing an estimated 17 percent of all registered general aviation aircraft, followed closely by the Western Region with 16 percent. The most populous state was California, housing 13 percent of the registered aircraft.

- Over 80 percent of the general aviation aircraft had two-way VHF communication equipment, over 50 percent were equipped with 4096-code transponders, over 50 percent had at least one component of an instrument landing system, and over 75 percent had some form of navigation equipment.

- An estimated 37 percent of the active general aviation fleet flew by instrument flight rules (IFR) at some time during 1978.

- The general aviation aircraft fleet consumed an estimated 1,281 million gallons of fuel during 1978, 518 million gallons of aviation gasoline and 763 million gallons of jet fuel.

TABLE OF CONTENTS

LIST OF ILLUSTRATIONS

LIST OF TABLES (CONT)

LIST OF TABLES

1. INTRODUCTION

1.1 GENERAL

1.1.1 Purpose of Survey

The purpose of the General Aviation Activity and Avionics Survey is to provide the Federal Aviation Administration (FAA) with information on the activity and avionics of the general aviation fleet. Figure 1.1 underscores the importance of general aviation to the United States civil air fleet. During calendar year 1978 general aviation composed almost 99 percent of the U.S. civil air fleet[1], accounted for over 84 percent of civil operations at FAA towered airports[2], and logged close to 85 percent of the total hours flown by the U.S. civil air fleet[3]. The information obtained from the survey enables the FAA to monitor the general aviation fleet so that it can, among other activities, anticipate and meet demand for National Airspace System facilities and services, assess the impact of regulatory changes on the general aviation fleet, and implement measures to assure the safe operation in the airspace of all aircraft.

1.1.2 Background

Prior to the current survey method, the FAA used the Aircraft Registration Eligibility, Identification, and Activity Report, AC Form 8050-73 in its data collection program on general aviation activity and avionics. The form, sent annually to all owners of civil aircraft in the U.S., served two purposes: (1) Part 1 was the mandatory aircraft registration renewal form; (2) Part 2 was voluntary and applied to general aviation aircraft only, asking questions on the owner-discretionary characteristics of the aircraft such as flight hours, avionics equipment, base location, and use. In 1978, the FAA replaced AC Form 8050-73 with a new system:

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[1] Census of U.S. Civil Aircraft, Calendar Year 1978, U.S. Department of Transportation, Federal Aviation Administration, (Washington DC, 1979), p.3.

[2] FAA Air Traffic Activity, Calendar Year 1978, U.S. Department of Transportation, Federal Aviation Administration, (Washington DC, 1979), p. 2.
Note: General aviation as used in this report combines both general aviation and air taxi from the source above.

[3] Air Carrier: Census of U.S. Civil Aircraft Calendar Year 1978, U.S. Department of Transportation, Federal Aviation Administration, (Washington DC, 1979), p. 23. General Aviation: Table 2-1.

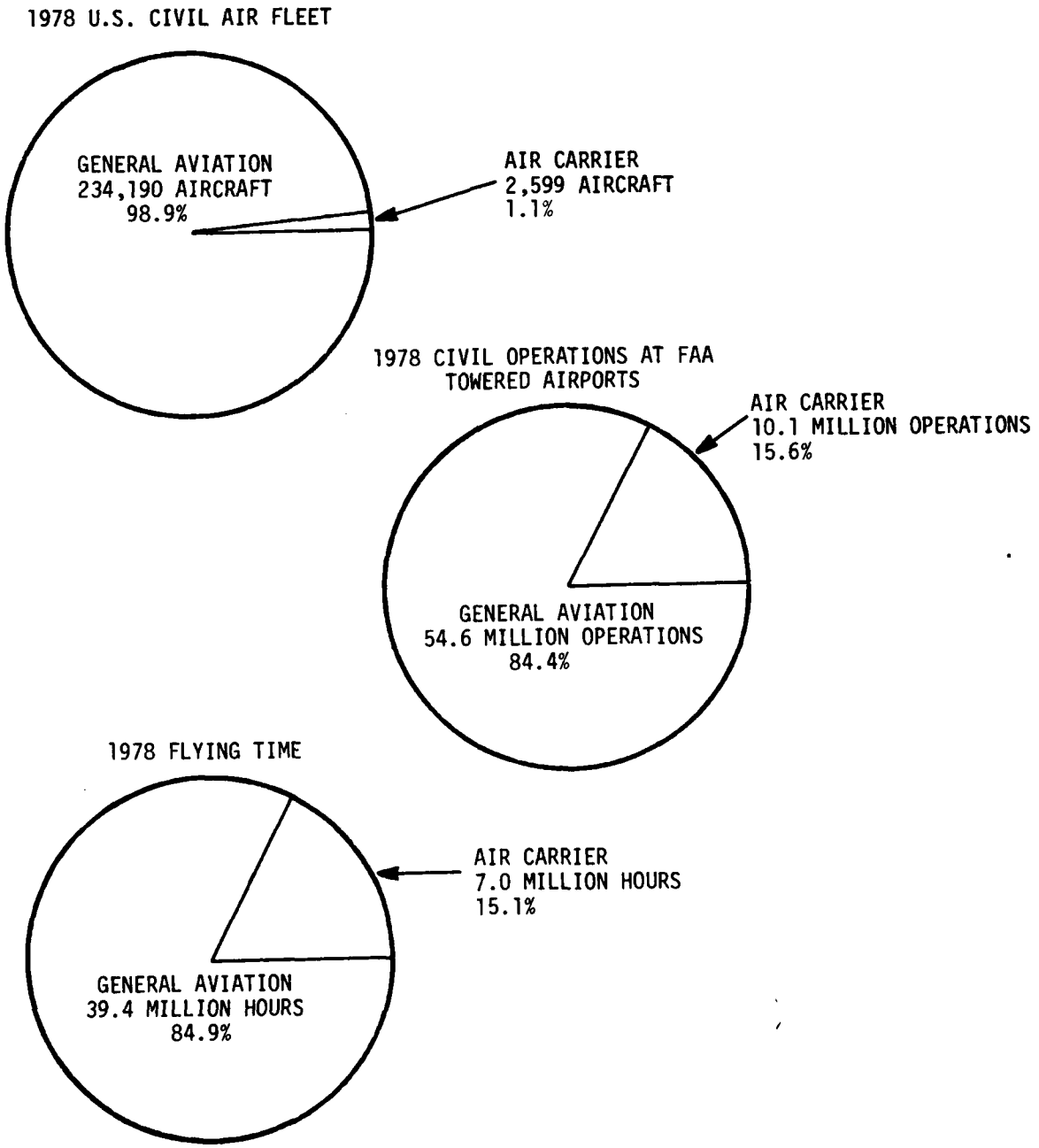


FIGURE 1.1 A CONTRAST OF GENERAL AVIATION AND AIR CARRIER ACTIVITY IN 1978

Part 1 was replaced by a triennial registration program; Part 2 was replaced by the General Aviation Activity and Avionics Survey, FAA Form 1800-54. (See Appendix A3.) The survey was to be conducted annually based on a statistically selected sample of general aviation aircraft, requesting the same type of information as Part 2 of AC Form 8050-73. The first General Aviation Activity and Avionics Survey took place in 1978, collecting data on the 1977 general aviation aircraft fleet. The 1978 statistics in this report were derived from the second survey which took place in 1979. Benefits resulting from the new method of data collection included quicker processing of the results, improved data quality, and a considerable savings in time and money to both the public and the Federal Government. Specifically, the public reporting burden was reduced by an estimated 13,000 hours annually, and the cost savings to the public and Government were estimated to be one million dollars annually.

1.2 SURVEY COVERAGE

1.2.1 Aircraft

The General Aviation Activity and Avionics Survey covers, through a stratified probability sample, all general aviation aircraft registered in the United States. The term "general aviation", as used for this survey, is defined as all aircraft in the U.S. civil air fleet except those operated under Federal Aviation Regulations Parts 121 and 127. These two parts cover the operations of fixed wing aircraft and rotorcraft, respectively, that 1) have been issued a certificate of public convenience and necessity by the Civil Aeronautics Board authorizing the performance of scheduled air transportation over specified routes and a limited amount of non-scheduled operations, and 2) are used by large aircraft commercial operators. General aviation thus includes aircraft operated under:

Part 91: General operating and flight rules.

Part 123: Certification and operations: air travel clubs using large airplanes.

Part 133: Rotorcraft external load operations.

Part 135: Air taxi operators and commercial operators of small aircraft.

Part 137: Agricultural aircraft operations.

General aviation offers such varied services as air taxi, air cargo, industrial, agricultural, business, personal, instructional, research, patrol, and sport flying. General aviation aircraft range in complexity from simple gliders and balloons to four engine turbojets.

Certain aircraft meeting the general aviation criteria have been excluded from the survey. This group consists of aircraft registered to dealers, aircraft in the process of being sold or with registration pending, and aircraft for which not enough information was available to categorize them properly for sampling purposes.

1.2.2 Geographic

The sample survey covers general aviation aircraft registered with the United States Aircraft Registry as of December 31, 1978. Over 99 percent of these aircraft are registered to owners living in the 50 states and Washington DC, with about 0.2 percent (583 aircraft) registered in Puerto Rico and other U.S. Territories, and 0.2 percent (449 aircraft) registered to owners living in foreign countries.[1]

1.2.3 Content

Appendix A3 contains a copy of the survey questionnaire, FAA Form 1800-54. The questionnaire requests the owner to provide information on the sampled aircraft's characteristics and uses for various time periods:

1) Hours by use, IFR hours, and fuel consumption for entire calendar year 1978,

2) Airframe hour reading and location of aircraft base as of December 31, 1978, and

3) Avionics equipment currently on board.

1.3 SAMPLE DESIGN

1.3.1 Sample Frame and Size

The Aircraft Registration Master File, maintained by the FAA Mike Monroney Aeronautical Center in Oklahoma City, provided the sample frame, the list of aircraft from which the sample was selected, for the survey. This file is the official record of registered civil aircraft in the U.S., containing one record per aircraft.

Between the 1977 and 1978 survey cycles several changes occurred to this file which had an impact on the sample population and frame, and ultimately on the survey results. In January, 1978, FAA implemented a new procedure for maintaining the file, known as triennial revalidation. Instead of requiring all owners to

[1] Source: FAA Aircraft Registration Master File as of December 31, 1978.

revalidate and update their aircraft registration annually, FAA required revalidation for only those owners who had not contacted the registry for three years. The less frequent updating affected the accuracy of the file and its representativeness. Two major consequences for the survey results are discussed below:

1) The accuracy of owners' names and addresses deteriorated causing the number of questionnaires returned by the post office to double from 1977 to 1978. This partially accounted for a lower survey response rate in 1978.

2) The file contained a residue of aircraft which under the old revalidation system would have been deregistered and purged from the file, but remained under the new system. Consequently, the population counts were inflated resulting in artifically large increases in the estimates of the number of active general aviation aircraft from 1977 to 1978.

Also during this period the entire Aircraft Registration System was installed on a new computer system. At the same time FAA modified many of the updating and processing procedures. It is quite possible that these changes affected the registration file, although it is not known in what way.

Finally, new legislation required two categories of aircraft, formerly ineligible, to be registered with the U.S. Registry, namely:

1) aircraft owned by individual citizens of foreign countries who are permanent residents of the U.S., and

2) aircraft owned by non-U.S. corporations which are organized and doing business under U.S. law as long as the aircraft are based and used primarily in the U.S.

The definition of a registered general aviation aircraft changed from 1977 to 1978 to include the two new groups. It is estimated that these aircraft comprise less than one half percent of the general aviation fleet.

Thus these changes discussed above affected the contents of the Aircraft Registration Master File and consequently the survey results. While it is difficult to quantify the effects of the changes, FAA estimates that they caused the survey results to overestimate population and hours flown by not more than five percent.

All aircraft identified as general aviation in the file according to the definition in Section 1.2.1 comprise the sample frame with the following exceptions:

1) Aircraft registered to dealers.

2) Aircraft with "Sale Reported" or "Registration Pending" appearing in the record instead of the owner's name.

3) Aircraft with a known inaccurate owner's address.

4) Aircraft with missing state of registration, aircraft make-model-series code, or aircraft type information.

For calendar year 1978, the sample frame consisted of 233,952 general aviation aircraft records from which 31,208 records were sampled, yielding a 13.3 percent sample. Table 1-1 and Figure 1.2 show the distribution of the sample compared to that of the population by aircraft type. Table 1-2 and Figure 1.3 show similar distributions by FAA region. (See Appendix B for the FAA regional map.) These displays clearly demonstrate the disproportionality of the sample to the population, an intended result of the sample design to gain efficiency and to control errors.

1.3.2 Description of Sample Design

The sample design employed was a stratified, systematic design from a random start. The sample was selected from a two-way stratified frame matrix. The two stratification criteria were:

1) State or territory of aircraft registration.

2) A variable called make-model index constructed from the thirteen aircraft types and the 300+ aircraft manufacturer/model groups of 20 or more general aviation aircraft as defined by the FAA's Service Difficulty Reporting (SDR) Program. (See Appendix C for the names and definitions of these groups.)

The 54 levels of the state criterion and the 327 levels of the make-model index yielded a matrix of 54 by 327, or 17,658 cells (strata) among which the frame was divided for sampling.

The FAA's primary requirement was for estimates of mean annual flight hours per aircraft, necessitating optimal determination of sample sizes based on flight hour variation within the cells, and not on cell size. Hence, the sample was not proportional to cell size, and a sampling fraction was determined for each cell with a non-zero population. Sampling was then performed systematically from a random start within individual cells.

Initially, each aircraft in the sample was given a weight which was the inverse of its cell's sampling fraction, and which corresponded to the number of aircraft in the sample frame represented by that aircraft. When all responses to the survey were tallied, each weight was adjusted in two ways: one, according to the response rate for the aircraft's make-model index, and the other according to the response rate for the aircraft's state of registration, counting an aircraft for which no survey questions were answered as a non-respondent and an aircraft for which at least one question was answered as a respondent. The make-model

TABLE 1-1 SAMPLE AND POPULATION DISTRIBUTIONS BY AIRCRAFT TYPE

TYPE	POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Fixed Wing			
Piston			
1 engine, 1-3 seats	80,293	12,361	15.4
1 engine, 4+ seats	108,648	7,985	7.3
2 engines, 1-6 seats	17,089	2,247	13.1
2 engines, 7+ seats	8,571	1,784	20.8
Other Piston	379	301	79.4
Turboprop			
2 engines, 1-12 seats	2,597	389	15.0
2 engines, 13+ seats	597	207	34.7
Other Turboprop	107	98	91.6
Turbojet			
2 engines	2,180	536	24.6
Other Turbojet	633	356	56.2
Rotorcraft			
Piston	5,027	2,165	43.1
Turbine	2,654	579	21.8
Other	5,177	2,200	42.5
TOTAL	233,952	31,208	13.3

TABLE 1-2 SAMPLE AND POPULATION DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT

REGION	APPROXIMATE POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Alaskan	6,602	827	12.5
Central	16,642	2,552	15.3
Eastern	24,012	4,653	19.4
European (Foreign)	448	175	39.1
Great Lakes	41,294	3,760	9.1
New England	8,239	2,842	34.5
Northwestern	15,955	2,501	15.7
Pacific	607	601	99.0
Rocky Mountain	13,343	3,239	24.3
Southern	37,330	4,997	13.4
Southwestern	31,916	2,521	7.9
Western	37,564	2,540	6.8
TOTAL	233,952	31,208	13.3

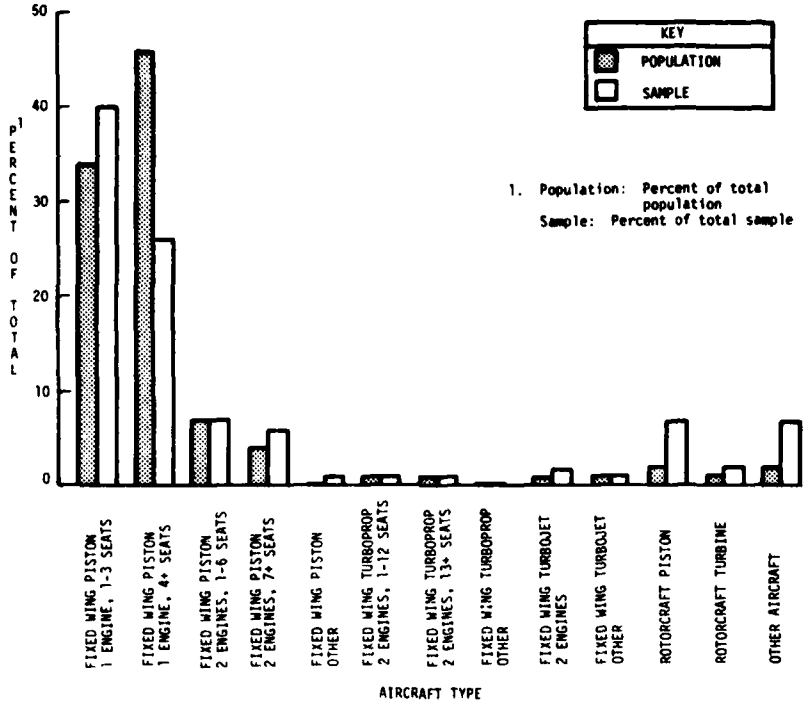


FIGURE 1.2 COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY AIRCRAFT TYPE

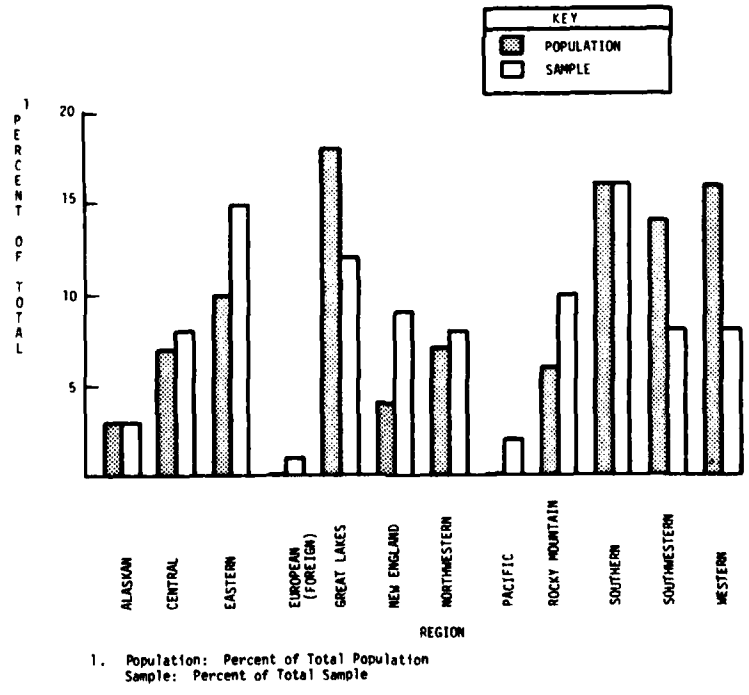


FIGURE 1.3 COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT

index adjustment is described below; the state adjustment is analogous.

1) Non-respondents' weights were changed to zero.

2) The weights of all responding aircraft in make-model indices where there were fewer than five telephone follow-up contacts were adjusted uniformly by dividing the initial weight by the response rate.

3) In make-model indices where there were five or more telephone follow-up contacts, the weights of the mail respondents remained unchanged, and the weights of the telephone respondents were increased by dividing their initial weights by the proportion of non-respondents contacted by telephone.

This method of weight adjustment has several attributes. It actually incorporates the response rates into the final weights and simplifies estimation procedures. In addition, 3) above removes non-response bias from the affected make-model indices and states of registration by weighting the telephone sample of mail non-respondents to adjust for the remaining non-respondents. When calculating final estimates, the state weights are used for all state and regional estimates, the make-model index weights for all other estimates.

1.3.3 Error

Errors associated with estimates derived from sample survey results fall into two categories: sampling and non-sampling errors.[1] Sampling errors occur because the estimates are based on a sample -- not the entire population. Non-sampling errors arise from a number of sources such as non-response, inability or unwillingness of respondents to provide correct information, differences in interpretation of questions, mistakes in recording or coding the data obtained, and others. The following sections discuss the two types of errors.

1.3.3.1 Sampling Error - In a designed survey, the sampling error associated with an estimate is generally unknown, but a measurable quantity known as the standard error is often used as a guide to the magnitude of sampling error. The standard error measures the variation which would occur among the estimates from all possible samples of the same design from the same population. It thus

[1] Standards for Discussion and Presentation of Errors in Data, U.S. Department of Commerce, Bureau of the Census, (Washington DC, 1974), pp. 11-14.

measures the precision with which an estimate approximates the average result of all possible samples or the result of a survey in which all elements of the population were sampled.

Through sample design techniques, the statistician can control the sizes of standard errors on a few key variables, known as design variables, in the survey. In the General Aviation Activity and Avionics Survey, the design variables were the mean annual hours flown per aircraft by aircraft type, by aircraft manufacturer/model group, and by state of aircraft registration. The sample was designed to produce standard errors on these variables at levels specified by the FAA. No controls were placed on the standard errors of the non-design variables.

Thus every estimate resulting from a sample survey, whether it be for a design or non-design variable, has sampling error associated with it. The user of survey results must consider this error along with the point estimate itself when making inferences or drawing conclusions about the sample population. A large standard error relative to an estimate indicates lack of precision and, inversely, a small standard error indicates precision. To facilitate the comparison of estimates and their errors, the tables in Section 2 of this publication display standard errors for all estimated quantities. In some cases, the tables contain the percent standard error, which is the standard error divided by the corresponding estimate. The paragraphs below explain the proper interpretation and use of the errors.

An estimate and its standard error make it possible to construct an interval estimate with prescribed confidence that the interval will include the average value of the estimate from all possible samples of the population. Table 1-3 below shows selected interval widths and their corresponding confidence.

TABLE 1-3 CONFIDENCE OF INTERVAL ESTIMATES

WIDTH OF INTERVAL	APPROXIMATE CONFIDENCE THAT INTERVAL INCLUDES AVERAGE VALUE
1 Standard error	68%
2 Standard errors	95%
3 Standard errors	99%

As an example, from Table 2-6 a 95 percent confidence interval for the number of active rotorcraft with piston engines would be $2822 \pm 2(115)$ or (2592, 3052). One would say that the number of active rotorcraft with piston engines lies somewhere between 2592 and 3052 with 95 percent confidence.

1.3.3.2 Non-Sampling Error - Non-sampling error can be reduced through survey design, although the amount of reduction is difficult, if not impossible, to quantify in any given design. Nevertheless, through controlled experiments, various techniques have been identified which limit non-sampling error. Several of these techniques were incorporated into the design of the general aviation survey and are itemized below:

- The second mailing and telephone survey of a sample of non-respondents were conducted in addition to the original mailing to improve the response rate, since a low response rate is a major cause of non-sampling error. 74 percent of those aircraft sampled responded to at least one question of the survey. While acceptable, this rate nevertheless represents a decrease in response from 1977 when the survey achieved an 80 percent response rate. Possible causes of the decrease include:

  1) The deterioration of aircraft owners' names and addresses in the Aircraft Registration Master File, the sample frame. This increased the number of questionnaires returned undelivered by the postmaster from around 500 in 1977 to over 1000 in 1978, hence decreasing the response rate.

  2) The inadvertent omission of the postpaid return envelopes from the materials sent out in the first mailing. Although the envelopes were mailed to the owners in a separate mailing and were included in the second mailing of the survey, it is likely the omission had some adverse effect on the response rate.

  3) Repeated sampling of aircraft in both 1977 and 1978. Due to the design of the sample to achieve specified precision in estimates for states and manufacturer/model groups of aircraft, it is impossible to avoid sampling some of the same aircraft in consecutive years. Owners of such aircraft may have been less willing to respond in 1978 than in 1977.

  While the second cause above was peculiar to the 1978 survey, the first and third causes reflect situations which will not improve. An 80 percent response rate may thus be an unreasonable expectation for future surveys.

  Tables 1-4 and 1-5 show the response rates broken down by FAA region and aircraft type, respectively. The lowest response rate for any region was 48 percent for the European (Foreign) Region due to mail delivery and telephone contact difficulties. The Pacific and Alaskan Regions rates were low at 62 percent for similar reasons. These three regions together, however, represented only about 3 percent of the active U.S. general aviation fleet. Twin engine fixed wing piston aircraft with 7 or more

TABLE 1-4 RESPONSE RATES BY REGION

Region	Response Rate (%)	Region	Response Rate (%)
Alaskan	62	Pacific	62
Central	76	Rocky Mountain	75
Eastern	76	Southern	72
European (Foreign)	48	Southwestern	74
Great Lakes	78	Western	74
New England	77		
Northwestern	74	TOTAL	74

TABLE 1-5 RESPONSE RATES BY AIRCRAFT TYPE

Aircraft Type	Response Rate	Aircraft Type	Response Rate
Fixed Wing			
Piston		Turbojet	
1 engine, 1-3 seats	76	2 engines	75
1 engine, 4+ seats	74	Other	74
2 engines, 1-6 seats	72		
2 engines, 7+ seats	63		
Other	72		
Turboprop		Rotorcraft	
2 engines, 1-12 seats	74	Piston	75
2 engines, 13+ seats	74	Turbine	80
Other	76	Other	74
		TOTAL	74

seats had the lowest response rate at 63 percent of any of the aircraft types, but these aircraft represented less than 4 percent of the fleet.

- The telephone sample of mail non-respondents also helped to minimize bias in results caused by differences in attributes between respondents and non-respondents.
- The survey questionnaire was designed and tested to minimize misinterpretation of questions by the aircraft owners.
- To assure the owners of the confidentiality of their responses, the questionnaire cover letter informed them that the intended use of the responses was "only to produce summary statistics and not to disclose individual operations nor to make changes to your aircraft records."[1]
- Comprehensive editing procedures insured the accuracy of the data transcription to machine readable form and the internal consistency of responses.
- The official and most accurate source of information available on the general aviation fleet, the FAA Aircraft Registration Master File, was used as the sampling frame.

1.4 SURVEY METHOD

The main method of collecting data for this survey was the mail questionnaire, sent to the owners of the sampled aircraft in two mailings. The first mailing on March 8, 1979, covered all 31,208 aircraft in the sample and had a response rate of 56 percent as shown in Table 1-6 below. This was about 76 percent of the total responses to the survey. The second mailing conducted on April 9, 1979, included only those aircraft in the sample that had not yet responded. The second mailing had a response rate of 35 percent which accounted for 21 percent of the total responses to the survey. The combined response rate for the two mailings was 72 percent of the sample.

A telephone follow-up survey was conducted during June and early July using the same questions appearing in the mail survey. A sample of the mail non-respondents was selected for the telephone survey weighing most heavily those states and make-model groups in the sampling strata that had the lowest mail response rates. Of a total telephone sample of 3076 aircraft, only 790, or 26 percent, responses could be obtained due to difficulty in

[1] See Appendix A1.

obtaining telephone numbers, finding owners at home, and obtaining cooperation of owners over the telephone. Nevertheless, the 790 telephone responses contributed the remaining three percent of the responses and increased the overall response rate of the survey to 74 percent.

TABLE 1-6 SUMMARY OF RESPONSE INFORMATION BY SURVEY PHASE

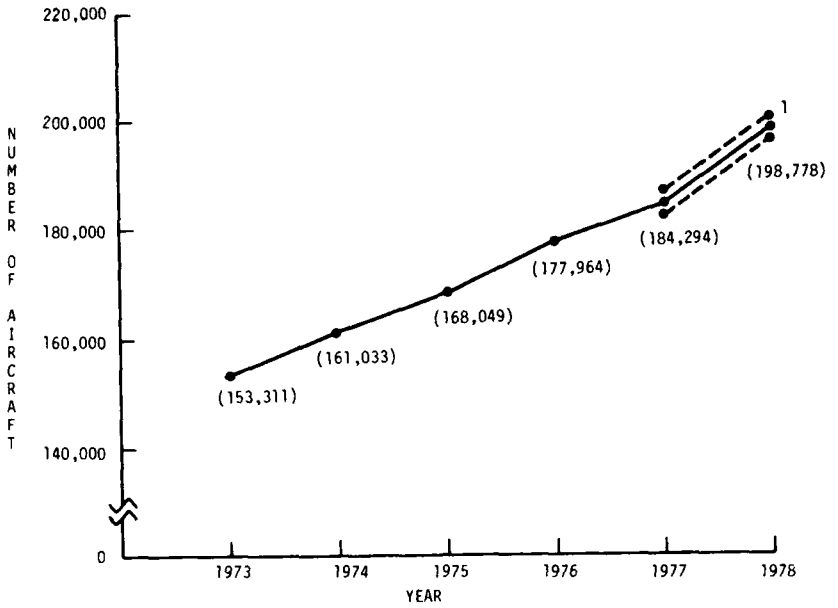
SURVEY PHASE	SAMPLE SIZE (S)	NUMBER OF RESPONSES (R)	RESPONSE RATE (R/S X 100%)	PORTION OF TOTAL RESPONSE [(R/TOTAL R) X 100%)]
FIRST MAILING	31,208	17,620	56%	76%
SECOND MAILING	13,588	4,766	35%	21%
COMBINED MAILINGS	31,208	22,386	72%	97%
TELEPHONE SURVEY	3,076	790	26%	3%
TOTAL	31,208	23,176	74%	100%

1.5 SUMMARY OF SURVEY RESULTS[1]

1.5.1 National Scene

Results of the General Aviation Activity and Avionics Survey at the national level revealed that during 1978 an estimated 39.4 million hours of flying time were logged by the 198,778 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 197.7 hours. These active aircraft comprised 85 percent of the registered general aviation fleet. The statistics for 1978 showed a 10.1 percent increase in flying hours, a 7.9 percent increase in the number of active aircraft in the general aviation fleet, and a 1.8 percent increase in mean hours per aircraft over the comparable figures for 1977. Longer term trends for these variables are found in Figures 1.4, 1.5, and 1.6. From 1973 to 1978 both the active fleet and the total hours flown exhibited growth trends which increased at approximately the same rates, but mean hours per aircratt showed more year-to-year variation. As the quotient of total hours divided by active fleet size, mean hours are sensitive to small differences between the growth rates of total hours and fleet size. Consequently, mean hours dip from about 195 hours per aircraft in 1973 and 1974 to about 191 hours per aircraft in 1975 and 1976, then climb to a level of about 194 hours per aircraft in 1977 and about 198 hours in 1978.

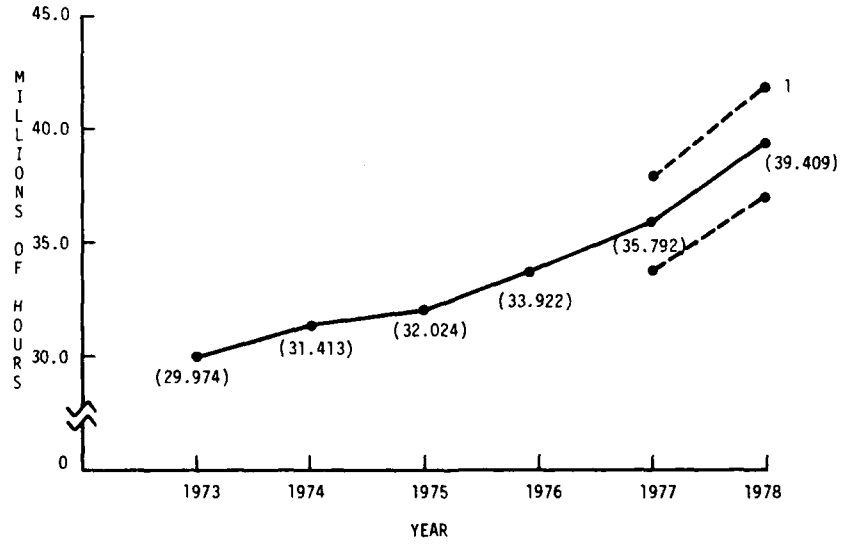
[1] See Section 1.3.1 for a discussion of effects of changes in the sample frame on the survey results.



1. The dotted lines represent a 95% confidence interval for the 1977 and 1978 true values. See Section 1.3.3.1.

Source: Table 1-8

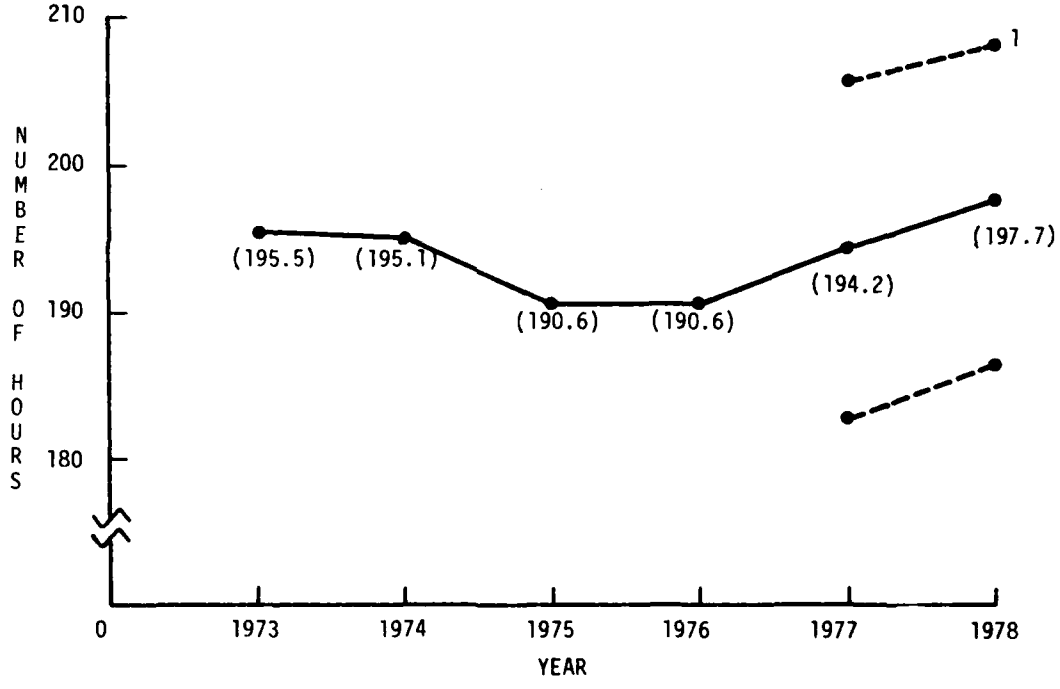
FIGURE 1.4 GENERAL AVIATION ACTIVE FLEET SIZE 1973 - 1978



1. The dotted lines represent a 95% confidence interval for the 1977 and 1978 true values. See Section 1.3.3.1.

Source: Table 1-7

FIGURE 1.5 GENERAL AVIATION TOTAL FLYING TIME 1973 - 1978



1. The dotted lines represent a 95% confidence interval for the 1977 and 1978 true values. See Section 1.3.3.1.

FIGURE 1.6 MEAN ANNUAL FLYING TIME PER GENERAL AVIATION AIRCRAFT 1973 - 1978

1.5.2 Results by Aircraft Type

Although both the total flight time and the active aircraft count for the general aviation fleet grew at about the same annual rate (5.63 percent and 5.33 percent, respectively) from 1973 through 1978, significant deviations from these mean fleet rates occurred among the individual aircraft types. The following two tables illustrate this point. Tables 1-7 and 1-8 contain the five-year trends in growth for total hours flown and active aircraft, respectively. The last column in both tables is the compound annual growth rate for the aircraft type from 1973 to 1978. In Table 1-7 the fastest growth of any type in terms of total hours flown occurred to the turbine-powered rotorcraft with an average annual growth rate of 22.51 percent. They were followed by the turbojets, twin engine at 11.36 percent and "other" at 14.61, and twin engine turboprops with 1-12 seats at 10.91 percent. In con-

TABLE 1-7 GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE 1973 - 1978

(THOUSANDS OF HOURS)

AIRCRAFT TYPE	1973[1]	1974[1]	1975[1]	1976[1]	1977 (Standard Error)	1978[2] (Standard Error)	COMPOUND ANNUAL GROWTH RATE IN %
FIXED WING							
1-engine piston 1-3 seats	9,722	9,436	9,447	9,640	8,973 (629)	10,111 (570)	0.79
1-engine piston 4+ seats	12,025	12,994	13,467	14,688	15,944 (824)	17,746 (992)	8.09
2-engine piston 1-6 seats	3,243	3,367	3,374	3,220	3,630 (202)	3,644 (241)	2.36
2-engine piston 7+ seats	1,724	1,868	1,793	2,081	2,322 (102)	2,439 (189)	7.19
Other piston	84	95	84	84	96 (5)	104 (7)	4.36
2-engine turboprop 1-12 seats	572	663	787	785	892 (37)	960 (49)	10.91
2-engine turboprop 13+ seats	508	540	484	521	625 (60)	622 (63)	4.13
Other turboprop	37	42	36	20	32 (5)	24 (3)	-8.29
2-engine turbojet	595	690	755	844	1,043 (49)	1,019 (44)	11.36
Other turbojet	89	63	71	67	122 (11)	176 (30)	14.61
ROTORCRAFT							
Piston	654	729	686	753	609 (90)	806 (79)	4.27
Turbine	515	697	796	950	1,259 (93)	1,421 (135)	22.51
OTHER	207	227	244	270	245 (16)	338 (20)	10.30
TOTAL AIRCRAFT	29,974	31,413	32,024	33,922	35,792 (1,073)	39,409 (1,199)	5.63

[1] FAA revised data as of December, 1978.
[2] See Section 1.3.1 for description of changes in the sample frame between 1977 and 1978.

trast, single engine piston airplanes with 1-3 seats experienced very little growth and "other" turboprops experienced a decline in usage during the period. In general, it was the activity of the larger, more sophisticated aircraft in the general aviation fleet that grew faster than the other components of the fleet. Similar results are shown in Table 1-8 for the active aircraft counts.

There was a great deal of variation in activity among the general aviation aircraft types in terms of three measures resulting from the survey: total hours flown, number of active aircraft, and mean hours flown. Figure 1.7 highlights the variation, as well as the relationship of these three measures to each other. Distance along the vertical axis indicates mean flight hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet belonging to each aircraft type, and the area within each box is proportional to the total flying

TABLE 1-8 GROWTH OF ACTIVE GENERAL AVIATION FLEET BY AIRCRAFT TYPE 1973 - 1978

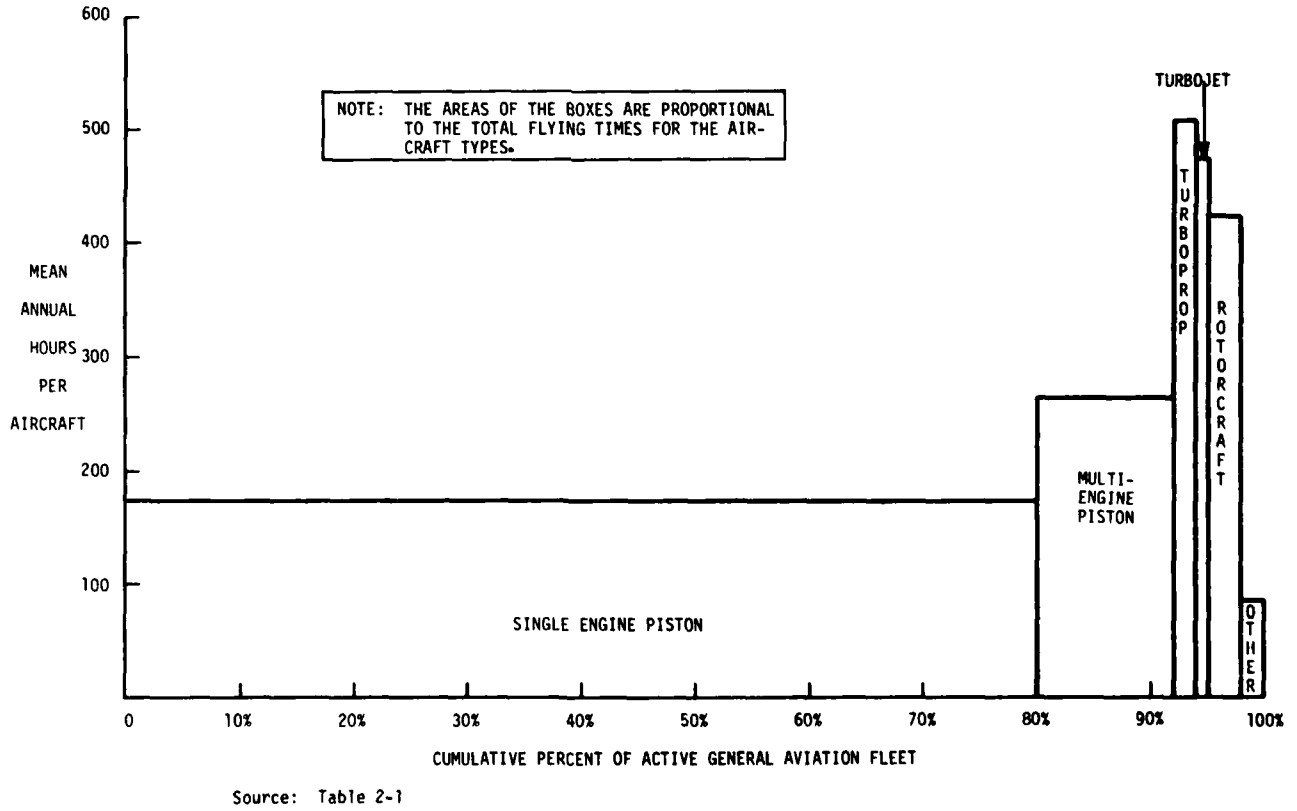
(NUMBER OF AIRCRAFT)

AIRCRAFT TYPE	1973[1]	1974[1]	1975[1]	1976[1]	1977 (Standard Error)	1978[2] (Standard Error)	COMPOUND ANNUAL GROWTH RATE IN %
FIXED WING							
1-engine piston 1-3 seats	51,218	52,682	54,050	56,547	57,340 (851)	59,185 (860)	2.93
1-engine piston 4+ seats	74,856	78,830	82,780	88,205	91,960 (529)	101,466 (857)	6.27
2-engine piston 1-6 seats	13,451	14,182	14,665	14,617	15,074 (141)	15,621 (259)	3.03
2-engine piston 7+ seats	5,048	5,371	5,456	6,191	6,226 (86)	7,328 (202)	7.74
Other piston	190	190	178	196	182 (11)	221 (10)	3.07
2 engine turboprop 1-12 seats	1,268	1,465	1,938	1,889	2,276 (15)	2,507 (68)	14.61
2 engine turboprop 13+ seats	509	555	512	507	539 (13)	566 (10)	2.15
Other turboprop	72	76	64	57	61 (4)	56 (3)	4.90
2 engine turbojet	1,196	1,385	1,547	1,692	1,959 (19)	2,115 (27)	12.08
Other turbojet	184	176	196	189	518 (10)	564 (34)	14.62
ROTORCRAFT							
Piston	2,122	2,315	2,498	2,701	2,658 (176)	2,922 (155)	5.87
Turbine	993	1,282	1,556	1,721	2,067 (27)	2,492 (30)	20.20
OTHER	2,201	2,525	2,812	3,146	3,616 (69)	4,028 (75)	12.85
TOTAL AIRCRAFT	153,511	161,033	168,019	177,963	184,291 (1,034)	198,778 (1,269)	5.33

[1] FAA revised data as of December, 1978.
[2] See Section 1.3.1 for description of changes in sample frame between 1977 and 1978.

time for the aircraft type. Thus it is evident that in terms of sheer numbers, single engine piston aircraft dominated the active fleet and contributed the largest portion of total flying time, yet had one of the lowest mean flight times per aircraft. In contrast, the turboprops, turbojet aircraft, and rotorcraft had low representation in the active fleet but contributed a relatively high proportion of flight time resulting in the greatest mean flight hours of any of the major aircraft types.

The general aviation aircraft fleet consumed an estimated 1,281 million gallons of fuel during 1978, 518 million gallons of aviation gasoline and 763 million gallons of jet fuel. From Figure 1.8 it is evident that turbojet and turboprop engines consume fuel at much higher rates than piston engines. In fact, turbojets with more than 2 engines consume over 1200 gallons of jet fuel an hour on the average. The high rates account for turbojets' burning 41 percent of all fuel consumed in 1978, as shown in



Source: Table 2-1

FIGURE 1.7 1978 GENERAL AVIATION ACTIVITY MEASURES BY AIRCRAFT TYPE

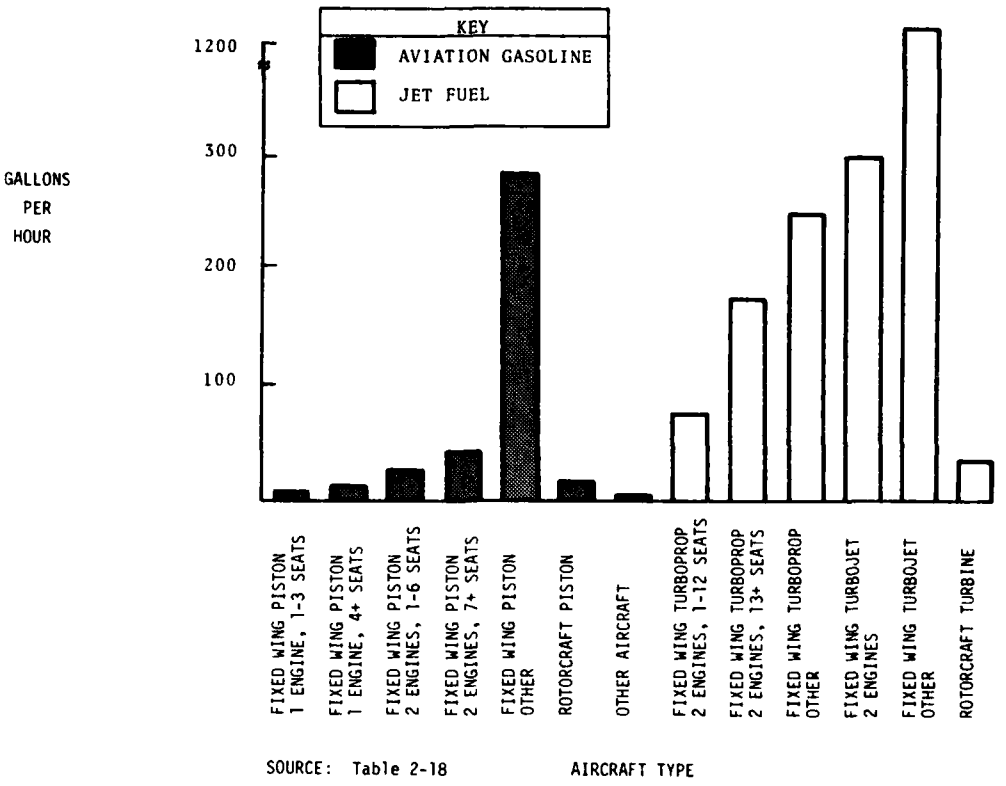


FIGURE 1.8 1978 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE

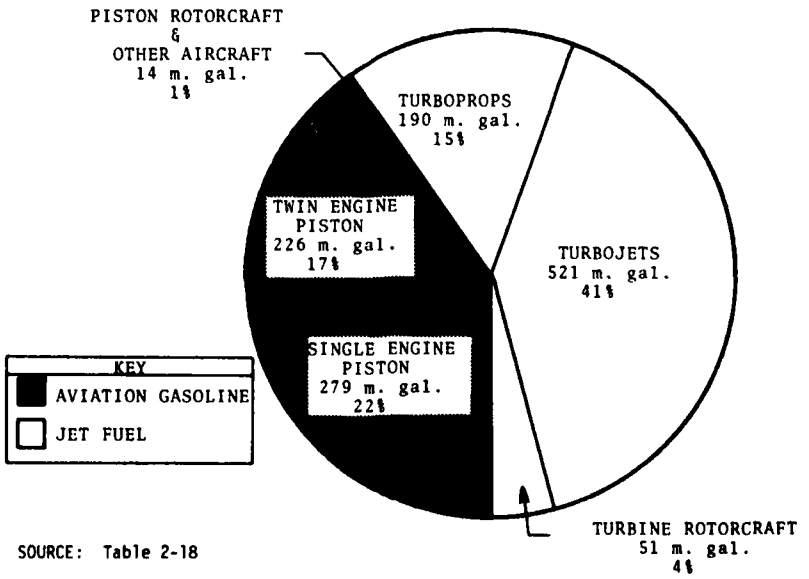


FIGURE 1.9 1978 ESTIMATED FUEL CONSUMPTION BY AIRCRAFT TYPE

Figure 1.9. Single and twin engine piston aircraft together account for 39 percent of the fuel consumed in 1978 due to their high representation in the general aviation fleet. Table 2-18 shows more detailed fuel consumption estimates and their standard errors.

1.5.3. Results by Primary Use

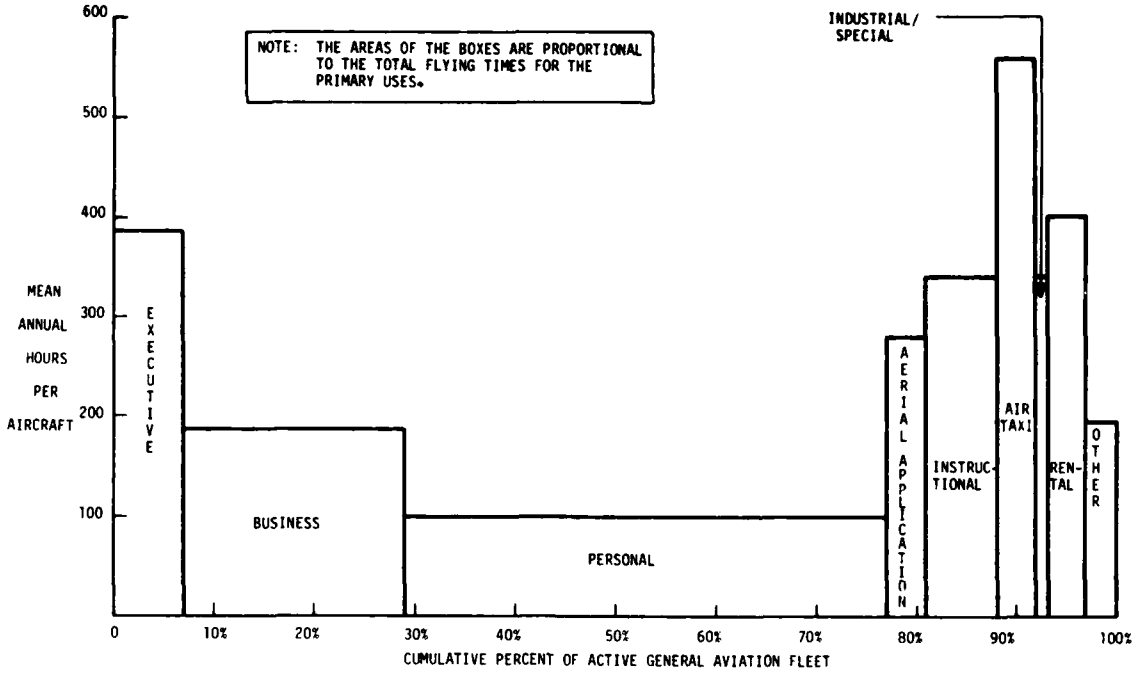
Like aircraft types, primary uses were differentiated by their activity characteristics, as shown in Figure 1.10. Distance along the vertical axis indicates mean hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet engaged in each primary use, and the area within each box is proportional to the total flying time for each primary use. Aircraft used as air taxis and for rental and executive purposes showed high individual usage with mean hours per aircraft of 557.4, 401.0, and 385.4, respectively. General aviation aircraft were used most commonly for personal and business purposes, representing 48 and 22 percent of the active fleet. Due either to their high representation in the fleet or to their high individual usage, personal, business, executive, and instructional use aircraft together accounted for 70 percent of the total hours flown by the general aviation fleet.

1.5.4 Results by FAA Region

Mean aircraft usage did not differ significantly from region to region with the exception of the Pacific and European (Foreign) Regions, according to Figure 1.11. In the figure, distance along the vertical axis indicates mean annual hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet based in each region, and the area within each box is proportional to the total flying time occurring in each region. It can be seen that the Great Lakes Region accounted for more active aircraft and more total flight time than any of the other regions, although the Southern, Southwestern, and Western Regions are close behind. The smallest region in continental United States was New England, with only four percent of the active aircraft and about four percent of the fleet's total flight time. Tables 2-3 and 2-8 contain more estimates by region; Tables 2-2 and 2-7 show similar estimates by state of aircraft base.

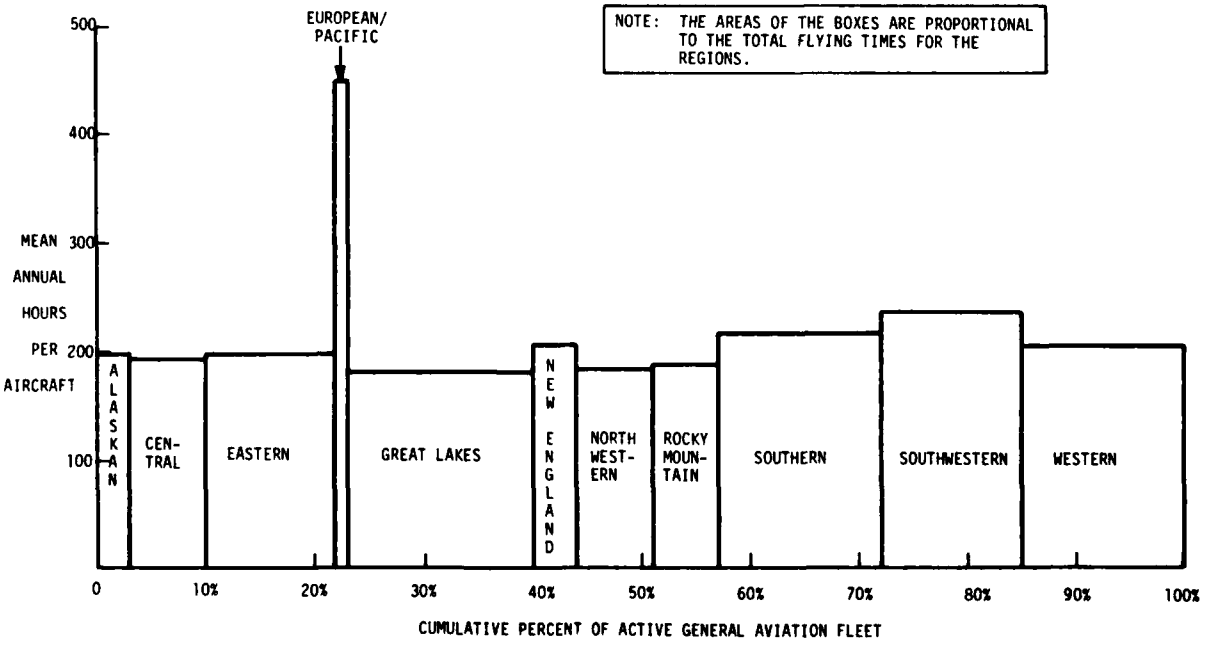
1.5.5 Other Results

The extent to which general aviation aircraft are furnished with on-board avionics equipment was a principal finding of the survey. A summary appears in Figure 1.12. Over 80 percent of the aircraft have two-way VHF communications, over 50 percent are equipped with 4096-code transponders, over 50 percent have at least one component of an instrument landing system, and over 75 percent have some form of navigation equipment. It is evident from comparing the 1978 and 1977 avionics estimates that the general aviation fleet is becoming more sophisticated in terms of its



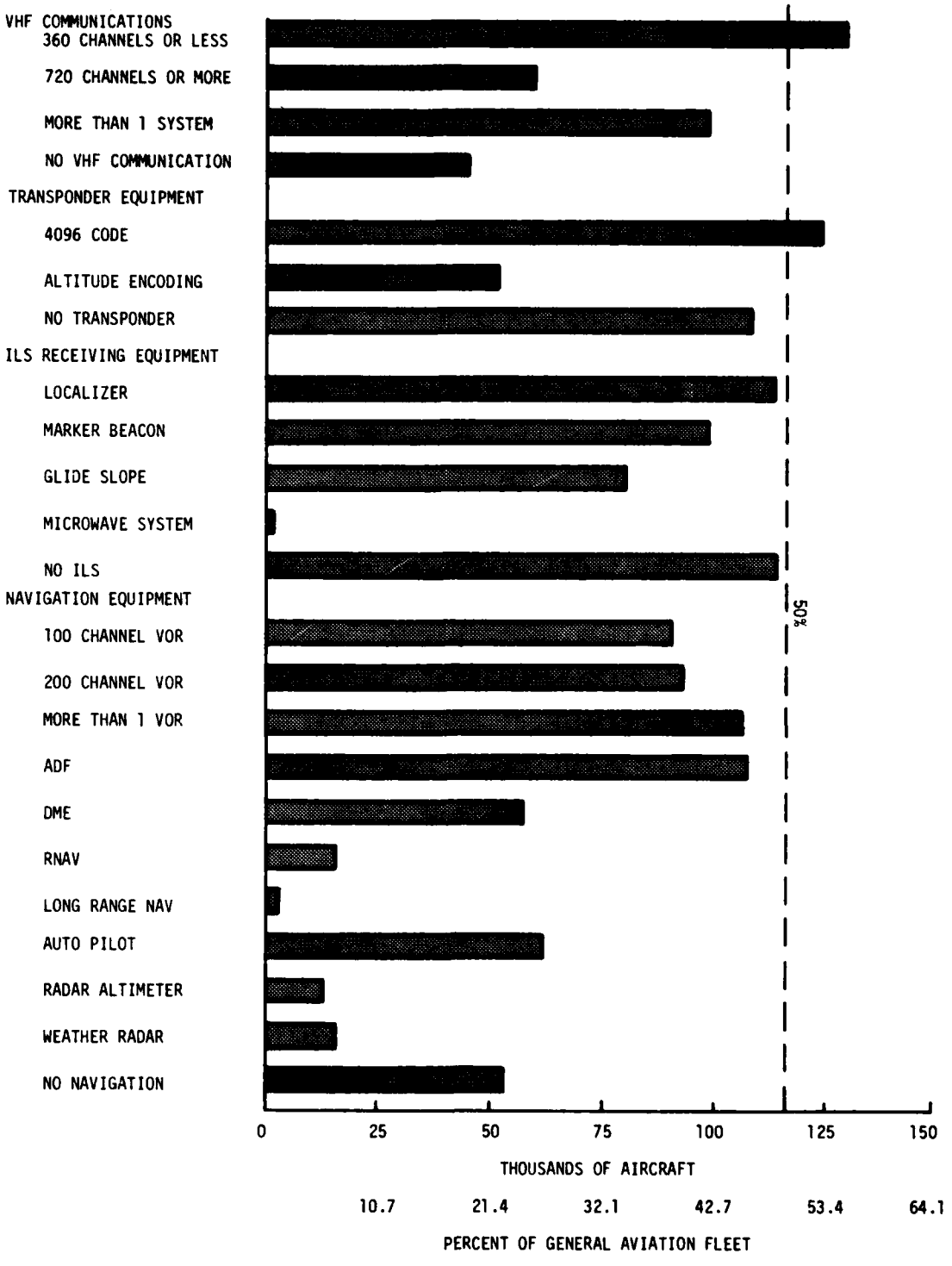
Source: Tables 2-4 and 2-9

FIGURE 1.10 1978 GENERAL AVIATION ACTIVITY MEASURES BY PRIMARY USE



Source: Table 2-3

FIGURE 1.11 1978 GENERAL AVIATION ACTIVITY MEASURES BY FAA REGION



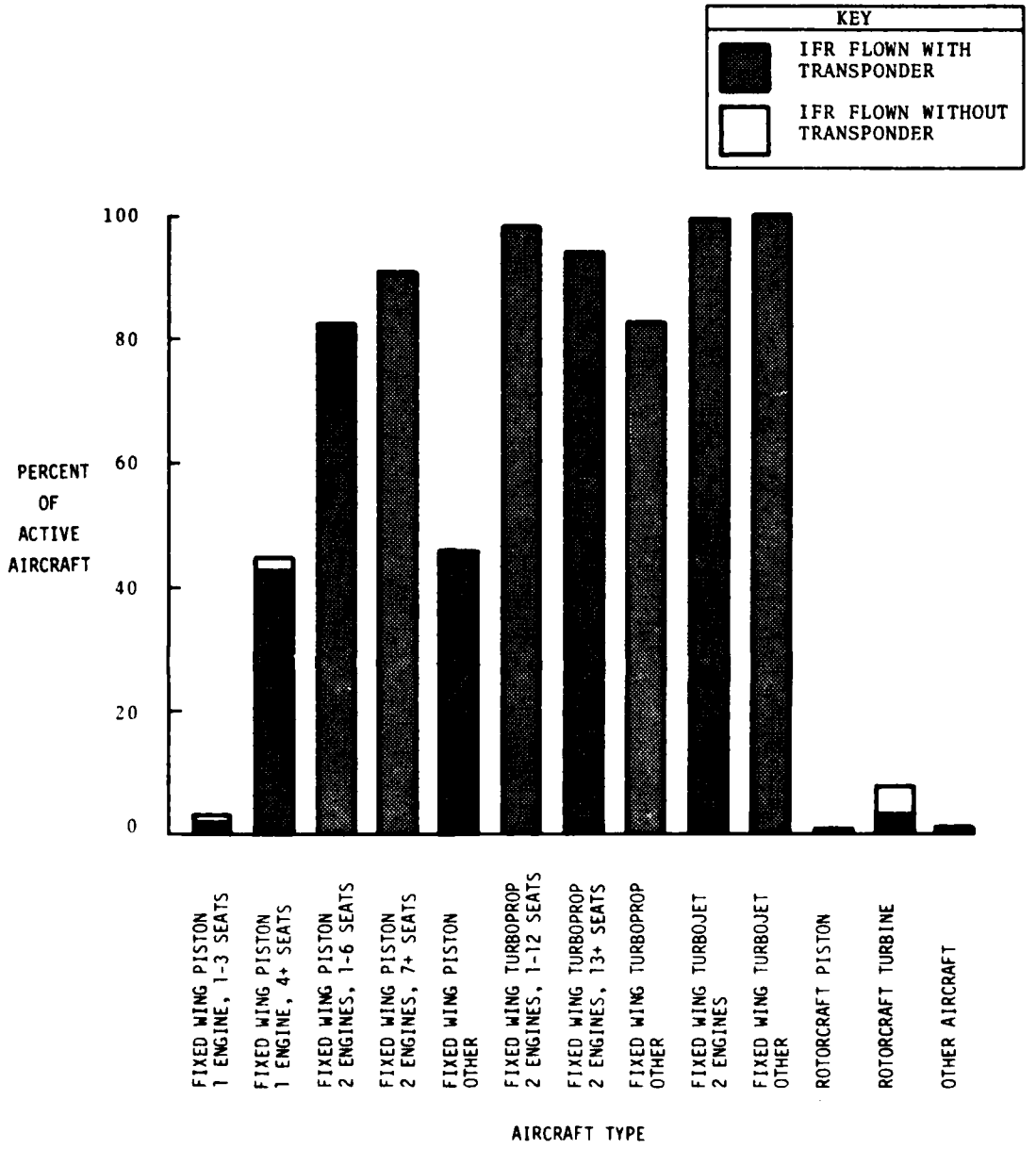
SOURCE: Table 2-13

FIGURE 1.12 AVIONICS EQUIPMENT IN THE 1978 GENERAL AVIATION AIRCRAFT FLEET

avionics equipment. Within two-way communications, for example, there was a significant shift from 360 channel to 720 channel equipment. Likewise within VOR receivers there was a shift from 100 channel to 200 channel equipment. The proportion of the general aviation fleet with transponders increased from 50.9 percent to 53.3 percent, and the proportion with at least one part of an ILS increased from 49.2 percent to 51.0 percent. More detailed breakdowns of avionics by aircraft type, state, region, and primary use are provided in Tables 2-12 through 2-15.

Figure 1.13 shows the portion of active aircraft of each type which engaged in IFR (Instrument Flight Rules) flight during 1977 and further, the portions that flew IFR with and without transponder equipment. It can be seen that almost all active twin engine piston aircraft, turboprops, and turbojets flew IFR at some time during 1978 and were equipped with transponders. A much lower proportion of the active single engine piston aircraft and rotorcraft in the fleet flew IFR during the year, and not all were equipped with transponders.

Additional results to those discussed above are found in the tables in Section 2. Estimates of total hours, mean hours, lifetime airframe hours, and number of active aircraft for over 300 SDR manufacturer/model groups of general aviation aircraft are found in Tables 2-5, 2-11, and 2-16. Appendix C contains definitions of these groups. The report also includes a table on mean hours and number of active engines for almost 90 different manufacturer/model groups of engines.



SOURCE: Table 2-10

FIGURE 1.13 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED IN 1978

2. TABLES OF RESULTS

TABLE 2-1 GENERAL AVIATION TOTAL HOURS FLOWN BY TYPE OF AIRCRAFT - CY 1978 (1 of 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING									
PISTON									
1 ENG 1-3 SEATS	80293	59185	860	10111025	570151	5.6	171.1	9.3	5.4
1 ENG 4+ SEATS	108648	101466	857	17746283	992056	5.6	173.1	8.9	5.1
TOTAL 1 ENG	188941	160651	1214	27857308	1144223	4.1	172.4	6.6	3.8
2 ENG 1-6 SEATS	17089	15621	259	3643775	240784	6.6	232.9	14.3	6.1
2 ENG 7+ SEATS	8571	7328	202	2438603	189486	7.8	331.4	23.5	7.1
TOTAL 2 ENG	25660	22950	329	6082379	306402	5.0	263.7	12.3	4.7
OTHER PISTON	379	221	10	103511	6965	6.7	477.4	22.0	4.6
TOTAL PISTON	214980	183823	1258	34043195	1184558	3.5	184.3	5.9	3.2
TURBOPROP									
2 ENG 1-12 SEATS	2597	2507	68	959782	49230	5.1	381.8	17.8	4.7
2 ENG 13+ SEATS	597	566	10	622121	63493	10.2	1097.0	104.2	9.5
TOTAL 2 ENG	3194	3073	68	1581903	80343	5.1	510.7	23.8	4.7
OTHER TURBOPROP	107	56	3	24379	3116	12.8	424.8	6.6	1.6
TOTAL TURBOPROP	3301	3130	69	1606283	80404	5.0	509.2	23.4	4.6
TURBOJET									
2 ENG	2180	2115	27	1018717	44099	4.3	481.1	19.1	4.0
OTHER	633	364	34	175528	30051	17.1	432.1	51.5	11.9
TOTAL TURBOJET	2813	2480	44	1194246	53365	4.5	475.2	17.9	3.8
TOTAL FIXED WING	221094	189433	1261	36843728	1188482	3.2	193.7	5.8	3.0
ROTORCRAFT									
PISTON	5027	2822	115	806410	79378	9.8	285.6	23.6	8.3

TABLE 2-1 GENERAL AVIATION TOTAL HOURS FLOWN BY TYPE OF AIRCRAFT - CY 1978 (2 of 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
TURBINE	2654	2492	30	1421241	135346	9.5	571.0	53.8	9.4
TOTAL ROTORCRAFT	7681	5315	119	2227651	156906	7.0	422.1	28.5	6.8
OTHER	5177	4028	75	337887	19506	5.8	83.7	4.2	5.1
TOTAL AIRCRAFT	233952	198778	1269	39409269	1198954	3.0	197.7	5.6	2.8

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1978 (1 of 3)

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALABAMA	2631	572	657867	235763
ALASKA	5799	675	1136864	144980
ARIZONA	4626	868	1032899	315606
ARKANSAS	2503	630	661725	230775
CALIFORNIA	24371	1617	4818147	748661
COLORADO	4445	873	966782	257465
CONNECTICUT	1439	396	329290	139412
DELAWARE	633	322	111276	85632
DC	44	35	19986	18947
FLORIDA	9815	907	1963000	252854
GEORGIA	3540	797	773116	348766
HAWAII	475	262	202416	128223
IDAHO	2123	520	372290	148494
ILLINOIS	7269	1096	1605917	199819
INDIANA	4198	826	629140	151957
IOWA	3198	709	701723	217577
KANSAS	3973	714	753646	194329
KENTUCKY	1812	568	279381	110165
LOUISIANA	3744	768	1179435	301886
MAINE	1200	445	214178	95404
MARYLAND	2556	637	452993	155061

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1978 (2 of 3)

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
MASSACHUSETTS	2654	691	584630	219395
MICHIGAN	7192	1311	1421858	229857
MINNESOTA	4694	862	730350	192300
MISSISSIPPI	2503	639	529054	149980
MISSOURI	3949	808	623894	155956
MONTANA	2214	571	313609	90432
NEBRASKA	2661	643	543980	163647
NEVADA	1882	445	440954	152883
NEW HAMPSHIRE	1173	425	212934	101680
NEW JERSEY	4167	864	821571	218699
NEW MEXICO	1925	506	505277	223120
NEW YORK	6272	970	1169163	235244
NORTH CAROLINA	4193	834	967904	307765
NORTH DAKOTA	1645	493	313863	135566
OHIO	7143	1074	1228517	296032
OKLAHOMA	3359	588	538571	125203
OREGON	5435	944	925434	219010
PENNSYLVANIA	5667	963	1104421	280517
RHODE ISLAND	330	225	77170	54343
SOUTH CAROLINA	1611	509	338745	120021
SOUTH DAKOTA	1372	410	236277	81050
TENNESSEE	3113	660	583377	117336
TEXAS	15231	1360	3396513	508244
UTAH	1544	451	333680	140176
VERMONT	519	255	107252	70087
VIRGINIA	3239	777	786817	254569

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1978 (3 of 3)

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
WASHINGTON	6296	1114	1226995	276401
WEST VIRGINIA	1036	408	179016	75251
WISCONSIN	4226	801	792511	184713
WYOMING	1026	294	180151	59920
PUERTO RICO	308	216	128810	62292
OTHER U.S. TERRITORIES	110	116	45464	37567
FOREIGN	103	84	29606	25541
TOTAL	198778	1269	39409269	1198954

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-3 GENERAL AVIATION TOTAL HOURS FLOWN BY REGION OF BASED AIRCRAFT - CY 1978

REGION	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALASKAN	5799	675	1136864	144980
CENTRAL	13782	1398	2629287	345596
EASTERN	23786	1854	4640757	490519
EUROPEAN	51	48	20712	18344
GREAT LAKES	34724	2229	6419895	644241
NEW ENGLAND	7518	1048	1560737	282995
NORTHWESTERN	13858	1502	2518353	391103
PACIFIC	498	265	212330	128519
ROCKY MOUNTAIN	12248	1304	2318707	311961
SOUTHERN	29668	1888	6396278	557694
SOUTHWESTERN	26763	1780	6257544	638332
WESTERN	30880	1830	6316657	813004
TOTAL	198778	1269	39409269	1198954

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1978
(1 of 3)

AIRCRAFT TYPE	TOTAL	EXECUTIVE	BUSINESS	PERSONAL	AERIAL APPL	INSTRUC-TIONAL	AIR TAXI	INDUS-TRIAL	RENTAL	OTHER
FIXED WING										
PISTON										
1 ENG 1-3 SEATS										
EST.TOT.HOURS	10111025	356607	825010	2899525	1788422	3006382	34424	155134	784210	261588
% STD. ERROR	5.6	40.7	22.7	6.6	9.0	14.8	76.0	53.5	33.6	25.0
1 ENG 4+ SEATS										
EST.TOT.HOURS	17746283	895955	4781819	6173535	11239	1645243	1176111	256311	2246527	464545
% STD. ERROR	5.6	28.5	8.6	8.1	98.4	35.7	24.5	41.3	23.5	45.2
TOTAL 1 ENG										
EST.TOT.HOURS	27857308	1253115	5613529	9039967	1799792	4693160	1210388	411465	3024167	717393
% STD. ERROR	4.1	23.5	8.1	5.8	9.0	15.9	23.8	32.7	19.4	27.4
2 ENG 1-6 SEATS										
EST.TOT.HOURS	3643775	810888	1508476	300541	4819	115459	748827	37007	56047	53502
% STD. ERROR	6.6	14.6	8.7	16.5	19.0	39.4	22.1	66.4	56.6	33.2
2 ENG 7+ SEATS										
EST.TOT.HOURS	2438603	763495	579541	51575	34215	7286	876888	37375	40913	43077
% STD. ERROR	7.8	15.0	15.6	36.5	70.7	120.9	17.2	35.9	62.7	33.2
TOTAL 2 ENG										
EST.TOT.HOURS	6082379	1574862	2081376	352195	39005	122779	1620292	74194	95899	96458
% STD. ERROR	5.0	10.3	7.6	15.0	54.1	37.7	14.0	40.2	44.9	23.7
OTHER PISTON										
EST.TOT.HOURS	103511	243	7495	17	6868	90	63570	43	24302	1101
% STD. ERROR	6.7	41.5	35.2	63.7	10.0	40.3	5.2	87.7	19.3	49.6
TOTAL PISTON										
EST.TOT.HOURS	34043199	2823413	7705837	9392684	1846024	4815000	2896785	485586	3143738	814852
% STD. ERROR	3.5	11.4	6.4	5.6	8.9	15.4	13.2	28.5	18.6	24.2
TURBOPROP										
2 ENG 1-12 SEATS										
EST.TOT.HOURS	959782	760494	81914	8546	0	0	89001	2417	0	15509
% STD. ERROR	5.1	7.2	30.8	63.3	0.0	0.0	31.4	158.9	0.0	63.0

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1978
(2 of 3)

AIRCRAFT TYPE	TOTAL	EXECUTIVE	BUSINESS	PERSONAL	AERIAL APPL	INSTRUC-TIONAL	AIR TAXI	INDUS-TRIAL	RENTAL	OTHER
2 ENG 13+ SEATS										
EST.TOT.HOURS	622121	123628	26729	0	0	0	457128	1548	0	12558
% STD. ERROR	10.2	9.9	40.7	0.0	0.0	0.0	13.4	86.4	0.0	41.6
TOTAL 2 ENG										
EST.TOT.HOURS	1581903	883559	107386	8546	0	0	546036	3957	0	27675
% STD. ERROR	5.1	6.4	28.0	63.3	0.0	0.0	15.3	104.2	0.0	49.2
OTHER TURBOPROP										
EST.TOT.HOURS	24379	1283	3939	15	400	0	3883	51	8847	5874
% STD. ERROR	12.8	28.0	33.3	56.0	0.0	0.0	19.3	56.0	13.9	25.8
TOTAL TURBOPROP										
EST.TOT.HOURS	1606283	884846	111301	8566	400	0	550288	3971	8847	33508
% STD. ERROR	5.0	6.4	27.1	60.8	0.0	0.0	15.2	87.4	13.9	42.8
TURBOJET										
2 ENG										
EST.TOT.HOURS	1018717	806050	29519	4677	432	9306	115379	1038	904	49866
% STD. ERROR	4.3	4.8	57.8	55.3	123.5	64.9	30.5	112.1	59.8	29.4
OTHER										
EST.TOT.HOURS	175528	92082	14015	157	0	1218	17473	144	13500	17306
% STD. ERROR	17.1	13.8	30.2	24.1	0.0	46.9	33.0	33.4	25.9	35.0
TOTAL TURBOJET										
EST.TOT.HOURS	1194246	899290	43230	5355	432	10691	132449	1187	14377	68938
% STD. ERROR	4.5	4.5	42.7	35.7	123.5	54.4	27.6	76.8	24.2	20.9
TOTAL FIXED WING										
EST.TOT.HOURS	36843728	4610341	7862290	9406561	1846796	4825738	3586995	490684	3167153	916873
% STD. ERROR	3.2	7.5	6.3	5.6	8.9	15.4	11.9	28.2	18.5	22.2
ROTORCRAFT										
PISTON										
EST.TOT.HOURS	806410	16562	95163	20256	207184	99539	37971	151706	5535	170960
% STD. ERROR	9.8	52.6	29.9	13.7	18.9	26.5	35.6	28.7	58.8	27.8
TURBINE										
EST.TOT.HOURS	1421241	249952	43120	6526	11889	801	787900	59191	67920	195050
% STD. ERROR	9.5	35.0	29.8	59.6	39.2	75.4	21.2	43.4	45.1	39.5

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1978
(3 of 3)

AIRCRAFT TYPE	TOTAL	EXECUTIVE	BUSINESS	PERSONAL	AERIAL APPL	INSTRUC-TIONAL	AIR TAXI	INDUS-TRIAL	RENTAL	OTHER
TOTAL ROTORCRAFT										
EST.TOT.HOURS	2227651	267242	138284	27012	219056	100262	828107	211062	73595	365431
% STD. ERROR	7.0	31.3	22.5	13.0	18.0	26.0	19.7	23.8	38.3	25.4
OTHER										
EST.TOT.HOURS	337887	1725	13560	170656	113	85757	1789	927	45272	17798
% STD. ERROR	5.8	62.9	26.4	5.6	76.1	19.4	81.9	76.1	22.6	25.2
TOTAL AIRCRAFT										
EST.TOT.HOURS	39409269	4881684	8014097	9600700	2065959	5009052	4423601	702403	3283903	1308357
% STD. ERROR	3.0	4.7	3.9	4.8	7.7	10.5	5.0	9.6	7.5	14.9

NOTE : ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (1 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
OTHER 01	9023	189706	50697	26.7	45.6	11.4	25.0
OTHER 02	1082	97715	18818	19.3	139.2	19.7	14.2
OTHER 03	372	23782	2989	12.6	105.9	10.9	10.3
OTHER 04	172	26976	5162	19.1	266.2	45.1	16.9
OTHER 05	68	6606	3798	57.5	176.7	96.8	54.8
OTHER 06	434	105206	31803	30.2	267.8	68.1	25.4
OTHER 07	55	46060	7355	16.0	967.5	131.3	13.6
OTHER 08	51	14394	2983	20.7	547.9	100.2	18.3
OTHER 09	242	92420	10141	11.0	409.1	40.7	9.9
OTHER 10	184	5073	814	16.1	91.4	13.7	14.9
OTHER 11	1484	57327	11166	19.5	122.8	21.6	17.6
OTHER 12	219	69154	11420	16.5	379.9	59.5	15.7
OTHER 13	1586	54546	7170	13.1	55.6	6.9	12.4
AEROSPSA316	83	37740	5140	13.6	454.7	61.9	13.6
AEROSPSA341	66	16242	8143	50.1	427.4	55.4	13.0
AGUSTA205	62	36924	3137	8.5	595.5	50.6	8.5
AIRPTSA	291	33777	6529	19.3	173.7	25.8	14.8
AIRSPC18	22	26	10	37.4	9.0	0.4	4.4
AIRTRCAT300	148	44773	6902	15.4	314.9	45.6	14.5
AMD FALC10	86	50240	5053	10.1	584.2	58.8	10.1
AMD FALC20	181	87161	7266	8.3	496.3	39.0	7.9

Note: See following page for coding.

NOTE: Other XX refers to all general aviation aircraft belonging to manufacturer/model groups of fewer than 20 aircraft in size for aircraft XX where XX stands for

01 Fixed wing piston, 1 engine, 1-3 seats.
02 Fixed wing piston, 1 engine, 4+ seats.
03 Fixed wing piston, 2 engines, 1-6 seats.
04 Fixed wing piston, 2 engines, 7+ seats.
05 Fixed wing piston, other.
06 Fixed wing turboprop, 2 engines, 1-12 seats.
07 Fixed wing turboprop, 2 engines, 13+ seats.
08 Fixed wing turboprop, other.
09 Fixed wing turbojet, 2 engines.
10 Fixed wing turbojet, other.
11 Rotorcraft, piston.
12 Rotorcraft, turbine.
13 Other aircraft.

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (2 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
ABCRWEH37	46	50	0	0.0	50.0	0.0	0.0
ARCTICS1A	94	1304	134	10.3	40.6	3.3	8.1
ARCTICS1B1	25	345	72	21.0	34.5	5.9	17.1
ARONCA15	209	7112	1923	27.0	65.0	15.9	24.5
ARONCA58	165	4387	485	11.0	52.3	4.5	8.5
ARONCA65	152	5268	1047	19.9	61.6	10.5	17.3
ARONCAC3	50	146	94	64.2	15.0	0.0	0.0
AYRES S2	811	299443	112941	37.7	369.1	139.2	37.7
BAC 111	26	13750	1738	12.6	528.9	66.8	12.6
BAG DH125	27	9033	671	7.4	363.6	25.0	6.9
BALUKSFIREFT	349	18433	2800	15.2	55.9	8.1	14.4
BEECH 100	197	80954	12502	15.4	422.3	59.2	14.0
BEECH 17	197	6871	1122	16.3	59.8	8.1	13.6
BEECH 18	1162	310965	129118	41.5	392.4	146.7	37.4
BEECH 200	294	127018	12187	9.6	432.0	41.5	9.6
BEECH 23	2691	338626	81170	24.0	128.4	30.6	23.8
BEECH 33	1557	308918	49800	16.1	198.4	32.0	16.1
BEECH 35	7076	943865	132235	14.0	138.9	18.8	13.6
BEECH 36	1090	320856	36520	11.4	298.2	33.2	11.1
BEECH 45	325	32766	6852	20.9	148.9	27.7	18.6
BEECH 50	376	61754	12838	20.8	179.5	36.4	20.3

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (3 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BEECH 55	2117	376336	49574	13.2	187.6	23.4	12.5
BEECH 56	66	14860	1947	13.1	245.3	29.8	12.1
BEECH 58	874	270495	36356	13.4	309.5	41.6	13.4
BEECH 60	340	78896	6269	7.9	233.7	18.3	7.8
BEECH 65	183	31986	8042	25.1	192.2	46.3	24.1
BEECH 76	88	8090	1050	13.0	97.8	12.3	12.6
BEECH 80	249	60711	13416	22.1	249.1	54.3	21.8
BEECH 90	523	224349	23217	10.3	431.2	44.2	10.2
BEECH 95	505	94978	16102	17.0	189.9	32.1	16.9
BEECH 99	111	180101	30731	17.1	1708.6	255.0	14.9
BELL 204	143	13229	1042	7.9	150.1	9.7	6.5
BELL 206	1262	855692	125376	14.7	679.1	99.2	14.6
BELL 212	95	84516	10575	12.5	889.6	111.3	12.5
BELL 47	1578	400999	65578	16.4	383.0	54.4	14.2
BLANCA11	977	44117	5770	13.1	72.3	7.8	10.8
BLANCA1413	307	7702	844	11.0	63.7	5.5	8.6
BLANCA1419	308	26183	5739	21.9	119.7	20.6	17.2
BLANCA17	1009	153567	23840	15.5	158.1	23.7	15.0
BLANCA7	6004	508858	173473	34.1	115.4	38.7	33.5
BLANCA8	544	52164	7068	13.5	96.2	13.3	13.5
BNORM BN2	91	49584	10857	21.9	726.5	72.5	10.0

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (4 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BOEING707	67	49635	13329	26.9	884.0	220.7	25.0
BOEING720	20	5128	1290	25.2	370.3	83.9	22.6
BOEING727	125	47223	25013	53.0	789.0	0.0	0.0
BOEING737	10	2970	0	0.0	297.0	0.0	0.0
BOEING75	2059	86078	17042	19.8	109.2	11.4	10.5
BOEINGB17	22	1211	127	10.5	72.0	6.0	8.3
BOLKHS105	61	31053	3664	11.8	583.6	51.5	8.8
BRASOVIS28	46	3569	435	12.2	103.5	11.2	10.8
BRWSTRFLEET2	31	311	66	21.2	27.6	4.1	14.8
BRWSTRFLEET7	22	625	100	16.0	60.0	8.0	13.3
CANNONMODELO	57	2094	276	13.2	41.5	4.5	10.9
CESSNA120	936	33298	5801	17.4	52.7	6.7	12.7
CESSNA140	2549	152179	23240	15.3	75.4	10.0	13.2
CESSNA150	18535	4329740	456889	10.6	250.2	25.4	10.2
CESSNA170	2631	220277	56126	25.5	89.4	22.4	25.0
CESSNA172	21757	3975185	620493	15.6	186.4	28.9	15.5
CESSNA175	1450	201333	50039	24.9	147.6	36.3	24.6
CESSNA177	3081	621973	86240	13.9	204.2	28.1	13.8
CESSNA180	2725	474195	84821	17.9	193.8	33.4	17.2
CESSNA182	12205	1938885	231638	11.9	162.6	19.1	11.7
CESSNA185	1309	275719	40247	14.6	219.9	31.1	14.2

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (5 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNA188	1809	368720	66390	18.0	232.6	36.9	15.9
CESSNA190	88	3707	666	18.0	56.7	9.4	16.5
CESSNA195	528	27114	6166	22.7	92.7	16.9	18.2
CESSNA206	2501	567460	97751	17.2	229.3	39.3	17.1
CESSNA207	250	107614	17575	16.3	464.7	69.6	15.0
CESSNA210	5052	1101728	215125	19.5	232.4	44.3	19.1
CESSNA305	240	31984	5831	18.2	155.1	26.2	16.9
CESSNA310	3213	649611	82927	12.8	237.0	26.0	11.0
CESSNA320	375	49818	12165	24.4	136.1	32.5	23.9
CESSNA336	131	11017	1836	16.7	138.0	21.7	15.8
CESSNA337	1302	219395	37442	17.1	181.5	30.1	16.6
CESSNA340	619	174184	22843	13.1	281.4	36.9	13.1
CESSNA401	265	78141	9121	11.7	306.8	32.6	10.6
CESSNA402	522	249098	44416	17.8	604.1	91.4	15.1
CESSNA404	86	51268	6133	12.0	614.9	72.6	11.8
CESSNA411	205	32954	11346	34.4	170.2	56.0	32.9
CESSNA414	490	156714	22066	14.1	323.1	44.9	13.9
CESSNA421	1057	264070	82434	31.2	255.9	78.6	30.7
CESSNA500	262	138449	19039	13.8	528.4	72.7	13.8
CESSNAT50	84	1474	297	20.2	58.2	10.5	18.0
CESSNAUC77	21	309	45	14.5	56.0	4.7	8.4

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (6 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNAUC94	36	1363	261	19.2	96.4	15.1	15.7
COMNTR185	24	655	130	19.8	77.3	6.8	8.9
COMAERLA4	233	21592	3263	15.1	101.7	14.6	14.4
CURTISC46	51	8711	1733	19.9	327.4	43.6	13.3
CURTISJB	21	109	35	31.8	26.0	4.1	15.9
CURTISROBIN	34	174	42	24.3	29.6	5.5	18.7
CURTISTRVAIR	181	3628	559	15.4	70.0	9.3	13.3
CVAC 22	38	5944	1039	17.5	189.0	32.1	17.0
CVAC 240	64	2786	591	21.2	84.9	16.1	18.9
CVAC 340	23	5800	979	16.9	308.2	41.3	13.4
CVAC 440	21	1688	425	25.2	209.0	26.9	12.9
CVAC BT13	100	733	156	21.3	28.3	3.7	13.1
CVAC L13	22	179	76	42.5	65.0	18.5	28.5
CVAC STC580	45	23902	2345	9.8	531.1	52.1	9.8
DART G	26	519	124	24.0	69.8	13.0	18.6
DHAV DHC2	349	46814	6513	13.9	230.9	29.1	12.6
DHAV DHC3	23	5918	1612	27.2	353.4	84.0	23.8
DHAV DHC6	120	203798	49937	24.5	1698.3	416.1	24.5
DHAVXXDH32	100	1657	276	16.7	38.1	4.2	11.0
DOUG A26	68	4293	767	17.9	106.4	14.6	13.7
DOUG DC3	494	71010	23534	33.1	275.4	52.9	19.2

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (7 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
DOUG DC4	83	6137	1703	27.7	157.6	43.6	25.8
DOUG DC6	107	26430	4921	18.6	403.3	66.2	16.4
DOUG DC7	52	951	223	23.5	47.4	8.4	17.8
DOUG DC8	42	10189	2655	26.1	485.2	104.4	21.5
DOUG DC9	37	29341	6163	21.0	793.0	166.6	21.0
EIRVON20	52	3944	256	6.5	81.7	5.1	6.2
EMAIR MA1	27	16648	1906	11.4	689.1	73.2	10.6
ENSTRMP28	367	67035	10938	16.3	206.1	32.3	15.7
FLEET 16B	27	565	171	30.2	44.5	11.5	25.8
FRCHLD24	320	4350	743	17.1	39.8	5.2	13.0
FRCHLDC119	27	757	123	16.2	73.0	5.3	7.3
FRCHLDF27	42	14203	1410	9.9	400.5	30.4	7.6
FRCHLDFH1100	86	16786	4010	23.9	231.0	51.9	22.5
FRCHLDH62	243	7939	1277	16.1	72.4	9.0	12.4
GLASFL201	36	2382	349	14.6	73.4	9.0	12.2
GLASFLH301	125	8981	1739	19.4	79.6	13.6	17.1
GROB ASTIB	46	3032	213	7.0	72.1	4.7	6.5
GRTLKS2T1	165	11793	2643	22.4	102.9	21.1	20.5
GRUMANTBM	36	685	109	15.9	47.6	4.0	8.3
GRUMAVAA1	633	167571	23248	13.9	308.4	38.7	12.5
GRUMAVAA5	1057	239892	34258	14.3	228.2	32.4	14.2

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (8 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
GRUMAVG164	623	393920	69734	17.7	632.3	111.9	17.7
GULSTMAA1	667	68651	6226	9.1	116.2	9.9	8.5
GULSTMAA5	697	159691	21751	13.6	231.0	31.3	13.6
GULSTMG1159	132	64065	3811	5.9	485.3	28.9	5.9
GULSTMG159	150	92782	7794	8.4	618.5	52.0	8.4
GULSTMG164	894	267174	45813	17.1	336.1	54.8	16.3
GULSTMG21	68	18315	2494	13.6	410.0	44.6	10.9
GULSTMG44	89	9132	1344	14.7	156.0	16.7	10.7
GULSTMG73	26	12998	1154	8.9	558.8	44.0	7.9
GULSTMGA7	40	6060	518	8.5	151.5	13.0	8.5
HELIO H250	22	3982	390	9.8	191.6	18.2	9.5
HELIO H295	90	12692	2009	15.8	199.8	29.2	14.6
HELIO H391	27	1670	377	22.6	131.4	21.4	16.3
HELIO H395	22	2821	423	15.0	166.7	19.8	11.9
HILLERUH12	642	147023	28582	19.4	346.0	57.7	16.7
HUGHES269	627	122188	30675	25.1	249.0	56.9	22.9
HUGHES369	410	228313	47076	20.6	567.1	115.1	20.3
HWKSLYDH104	43	9090	2182	24.0	477.2	93.0	19.5
HWKSLYDH114	47	62177	2629	4.2	1459.8	40.1	2.7
HWKSLYDH125	154	60227	5845	9.7	404.2	36.6	9.0
HYNES B2	137	11945	1740	14.6	131.3	17.9	13.6

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (9 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
INTRCP200	68	6868	1415	20.6	116.6	22.2	19.1
ISRAEL1121	116	34482	3972	11.5	317.5	30.0	9.4
ISRAEL1123	22	7677	1063	13.8	412.4	41.8	10.1
ISRAEL1124	47	21980	1618	7.4	467.7	34.4	7.4
JBHSTRDGA15	81	834	121	14.6	35.4	3.1	8.7
LAIKPM10	46	213	73	34.2	30.6	8.0	26.3
LEAR 23	67	26323	1357	5.2	392.9	20.3	5.2
LEAR 24	196	92343	19087	20.7	471.1	97.4	20.7
LEAR 25	174	93699	26373	28.1	627.6	146.2	23.3
LEAR 35	157	81443	9623	11.8	518.7	61.3	11.8
LET L13	182	20936	4045	19.3	130.6	23.7	18.1
LKHEED12A	24	1628	295	18.1	101.8	14.5	14.3
LKHEED1329	140	52134	9451	18.1	420.8	64.9	15.4
LKHEED18	87	3586	1339	37.3	73.2	25.2	34.4
LKHEED188	10	1872	661	35.3	352.7	40.0	11.3
LKHEEDPV1	63	4804	1691	35.2	117.5	31.8	27.1
LKHEEDT33	57	203	63	31.0	80.0	8.9	11.1
LUSCOM8	2341	90318	29120	32.2	58.4	16.0	29.5
MARTIN404	29	2710	521	19.2	149.5	21.2	14.2
MAULE M4	284	18441	3363	18.2	69.6	12.3	17.7
MAULE M5	344	57868	12784	22.1	172.8	37.8	21.9

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (10 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
MCCULLHJ2	38	310	104	33.7	23.3	6.1	26.4
MCLISHFUNKB	136	3414	471	13.8	44.4	4.8	10.8
MEYERSOTW	49	1137	118	10.4	41.1	3.4	8.2
MMCOUP90	73	1121	138	12.3	50.3	4.6	9.1
MMMITEM19	155	3435	479	13.9	44.2	4.7	10.6
MOONEYM20	5024	723170	94467	13.1	149.6	19.1	12.8
MORISY2150	35	1741	300	17.2	53.1	8.6	16.2
MRCHTIS205	50	3398	681	20.0	88.8	15.1	17.0
MTSBSIMU2	397	147548	16895	11.5	371.7	42.6	11.5
MULTECD16	52	2764	253	9.2	71.5	5.6	7.9
NAMER B25	50	1232	193	15.7	49.3	6.2	12.6
NAMER F51	144	3990	567	14.6	55.3	5.8	10.6
NAMER NA260	64	4292	988	23.0	97.2	19.0	19.6
NAMER T6	849	24221	1926	8.0	81.8	5.7	7.0
NAVAL N3N	161	12926	2593	20.1	242.4	43.8	18.1
NAVIONNAVION	1309	117007	28895	24.7	102.4	23.6	23.0
OBLHELH19	40	3140	272	8.6	256.9	8.8	3.4
PICARDAX6	171	11187	2697	24.1	71.6	16.3	22.7
PILATSB4	27	2410	276	11.5	112.2	11.1	9.9
PIPER 600	189	47594	4285	9.0	251.8	22.7	9.0
PIPER J2	66	625	102	16.4	30.5	3.4	11.1

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (11 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
PIPER J3	4343	154755	16830	10.9	71.1	6.4	8.9
PIPER J4	251	4577	610	13.3	41.7	4.2	10.0
PIPER J5	365	21143	4276	20.2	103.4	20.0	19.3
PIPER PA12	1401	73460	16007	21.8	92.6	16.6	18.0
PIPER PA14	110	6785	1614	18.4	92.0	15.5	16.9
PIPER PA15	206	7020	916	13.1	66.2	6.4	9.7
PIPER PA16	403	13532	1514	11.2	51.5	4.4	8.5
PIPER PA17	121	3058	278	9.1	41.8	3.2	7.7
PIPER PA18	3371	369420	49695	12.8	136.1	16.5	12.1
PIPER PA20	500	25689	4844	18.9	76.2	12.0	15.7
PIPER PA22	5347	256129	31640	12.3	67.3	7.0	10.4
PIPER PA23	3756	898878	200611	22.3	259.8	56.8	21.9
PIPER PA24	3394	434534	72583	16.7	133.2	21.9	16.4
PIPER PA25	1764	454739	81571	17.9	294.5	50.4	17.1
PIPER PA28	20255	4081812	672824	16.5	206.4	32.5	15.8
PIPER PA30	1320	264632	38203	14.4	204.4	29.2	14.3
PIPER PA31	1496	580832	64668	11.1	388.3	43.2	11.1
PIPER PA31T	183	67840	8533	12.6	370.7	46.6	12.6
PIPER PA32	3526	627498	85032	13.6	184.0	24.5	13.3
PIPER PA34	1468	440519	79610	18.1	320.3	54.4	17.0
PIPER PA36	351	68758	13674	19.9	215.1	40.9	19.0

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (12 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
PIPER PA38	636	111160	10918	9.8	214.5	16.1	7.5
PRATT PRG1	22	72	17	23.3	19.7	1.2	6.2
PROPJT200	35	3802	313	8.2	120.1	8.3	6.9
RANKIN65	56	1224	123	10.0	58.3	4.1	7.1
RAVEN RX6	183	4303	1108	25.8	26.0	6.2	24.0
RAVEN S50	116	3870	398	10.3	47.1	3.9	8.3
RAVEN S55	274	12153	1558	12.8	55.5	5.8	10.4
RKWELL112	729	92141	19098	20.7	132.6	26.8	20.2
RKWELL500	354	141088	19943	14.1	424.0	57.2	13.5
RKWELL520	70	3205	1029	32.1	76.7	20.3	26.5
RKWELL560	147	27605	7677	27.8	275.9	56.3	20.4
RKWELL680	413	109119	26697	24.5	265.3	64.7	24.4
RKWELL680TP	132	37700	9040	24.0	317.1	73.3	23.1
RKWELL690TP	209	79578	10187	12.8	425.5	41.0	9.6
RKWELLWA265	244	113114	11712	10.4	463.6	48.0	10.4
ROLSCHLS	30	2079	327	15.7	79.7	12.1	15.2
RYAN ST3	171	3786	562	14.8	42.9	5.4	12.7
RYAN STA	33	330	91	27.5	28.6	5.7	19.8
SCHLERASW15	39	3114	270	8.7	85.0	7.2	8.5
SCHLERASW19	38	2552	191	7.5	69.7	5.0	7.2
SCHLERASW20	25	1589	189	11.9	67.8	7.7	11.3

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (13 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
SCHLEBK8	22	1280	91	7.1	61.6	4.0	6.6
SCHLEBKA6	78	4125	528	12.8	58.4	7.4	12.7
SCTAIV8206	30	7144	1574	22.0	254.0	54.8	21.6
SCTAIVHP137	23	13773	3577	26.0	916.6	197.0	21.5
SCWZERSG1	758	53057	8146	15.4	86.3	11.6	13.5
SCWZERSG2	611	104365	14861	14.2	192.2	25.7	13.4
SCWZERTG3A	23	1129	239	21.2	133.3	22.8	17.1
SENCO CLNGER	32	637	106	16.6	29.8	4.2	14.0
SENCO MODELT	38	622	194	31.2	24.6	7.2	29.5
SKRSKYS55	92	4171	370	8.9	149.3	9.2	6.1
SKRSKYS58	61	4150	449	10.8	192.8	14.7	7.6
SKRSKYS58T	23	8768	929	10.6	443.5	41.2	9.3
SLINDS100	370	24137	2259	9.4	72.4	6.3	8.8
SMITH 600	221	64495	10519	16.9	345.6	53.9	15.6
SNIAS SA318	37	10871	1442	13.3	309.6	23.5	7.6
SOCATAMS894	42	3372	426	12.6	88.5	9.0	10.2
SPARTHCIRBUS	111	6555	1261	19.2	61.3	11.6	19.0
SPARTHNIMBUS	28	3815	845	22.1	158.9	34.5	21.7
STNSON1J	180	1156	368	31.9	30.8	5.1	16.7
STNSONL5	137	3929	782	19.9	59.8	10.7	17.9
STNSONSR9	28	214	73	34.3	17.4	5.0	26.9

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (14 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
STOLAMBC3	253	3382	656	19.4	32.0	5.1	15.8
SUPAC LA	108	1568	177	11.3	54.4	4.9	8.9
SUPAC V	27	409	90	22.1	50.4	6.8	13.6
SWRNGMSA226	134	78635	21639	27.5	586.5	161.3	27.5
SWRNGMSA26	108	41196	3190	7.7	381.4	29.5	7.7
TCRAFKD	286	8223	892	10.8	75.1	6.7	9.0
TCRAFT19	119	11129	1642	14.8	101.6	14.1	13.8
TCRAFTA	33	211	42	19.8	26.7	2.4	9.1
TCRAFTBC	1915	168681	50004	29.6	166.6	44.2	26.5
TCRAFTBP	44	1827	345	18.9	77.9	12.6	16.2
TCRAFTBL	234	5040	659	13.1	55.8	5.3	9.5
TEMCO 11A	34	1414	248	17.5	59.2	8.9	15.0
THUNDRAX7	26	841	131	15.5	36.4	5.3	14.7
TRYTEKK	32	196	39	20.0	28.5	2.7	11.2
UNIVACGC1	706	38552	5518	14.3	82.9	11.2	13.5
UNIVAR108	2254	171183	67193	39.3	117.8	44.7	37.9
UNIVAR415	2595	81396	15853	19.5	44.7	7.4	16.5
VICKER745	26	2683	312	11.6	296.6	19.1	6.4
WACO ASO	29	316	96	30.2	60.0	12.3	20.5
WACO GXE	34	440	154	34.9	43.7	14.1	32.2
WACO R	34	244	39	16.2	19.1	1.7	8.8

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1978 (15 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
WACO U	31	368	61	16.6	52.8	5.8	11.0
WACO UPF7	160	6249	946	15.1	82.0	11.9	14.5
WACO YK	56	2313	468	20.1	129.4	23.8	18.4
WOODWN65	363	7802	3025	38.8	57.0	20.4	35.7
WTHRLY201	73	15040	2662	17.7	212.1	35.7	16.8
TOTAL	233952	39409269	1198954	3.0	197.7	5.6	2.82

TABLE 2-6 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT - CY 1978 (1 of 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FIXED WING						
PISTON						
1 ENG 1-3 SEATS	80293	59185	860	1.5	73.7	1.1
1 ENG 4+ SEATS	108648	101466	857	0.8	93.4	0.8
TOTAL 1 ENG	188941	160651	1214	0.8	85.0	0.6
2 ENG 1-6 SEATS	17089	15621	259	1.7	91.4	1.5
2 ENG 7+ SEATS	8571	7328	202	2.8	85.5	2.4
TOTAL 2 ENG	25660	22950	329	1.4	89.4	1.3
OTHER PISTON	379	221	10	4.6	58.4	2.7
TOTAL PISTON	214980	183823	1258	0.7	85.5	0.6
TURBOPROP						
2 ENG 1-12 SEATS	2597	2507	68	2.7	96.5	2.6
2 ENG 13+ SEATS	597	566	10	1.8	94.9	1.7
TOTAL 2 ENG	3194	3073	68	2.2	96.2	2.2
OTHER TURBOPROP	107	56	3	5.8	52.8	3.0
TOTAL TURBOPROP	3301	3130	69	2.2	94.8	2.1
TURBOJET						
2 ENG	2180	2115	27	1.3	97.1	1.3
OTHER	633	364	34	9.5	57.5	5.5
TOTAL TURBOJET	2813	2480	44	1.8	88.2	1.6
TOTAL FIXED WING	221094	189433	1261	0.7	85.7	0.6
ROTORCRAFT						
PISTON	5027	2822	115	4.1	56.1	2.3

TABLE 2-6 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT - CY 1978 (2 of 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
TURBINE	2654	2492	30	1.2	93.9	1.1
TOTAL ROTORCRAFT	7681	5315	119	2.2	69.2	1.6
OTHER	5177	4028	75	1.9	77.8	1.5
TOTAL AIRCRAFT	233952	198778	1269	0.6	85.0	0.5

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1978 (1 of 3)

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALABAMA	3088	595	2631	572	85.2	24.8
ALASKA	6607	702	5799	675	87.8	13.8
ARIZONA	5707	910	4626	868	81.1	20.0
ARKANSAS	2682	643	2503	630	93.3	32.5
CALIFORNIA	30487	1695	24371	1617	79.9	6.8
COLORADO	4865	895	4445	873	91.4	24.6
CONNECTICUT	1645	422	1439	396	87.5	32.9
DELAWARE	766	336	633	322	82.7	55.6
DC	55	91	44	35	80.4	146.1
FLORIDA	11559	967	9815	907	84.9	10.2
GEORGIA	4290	827	3540	797	82.5	24.5
HAWAII	576	277	475	262	82.5	60.3
IDAHO	2467	568	2123	520	86.1	29.0
ILLINOIS	7446	1158	7269	1906	97.6	18.8
INDIANA	4787	852	4198	826	87.7	23.3
IOWA	3702	732	3198	709	86.4	25.7
KANSAS	4598	754	3973	714	86.4	21.0
KENTUCKY	1933	573	1812	568	93.8	40.5
LOUISIANA	4220	806	3744	768	88.7	24.9
MAINE	1482	483	1200	445	81.0	40.0
MARYLAND	2927	681	2556	637	87.3	29.8

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1978 (2 of 3)

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MASSACHUSETTS	3240	734	2854	691	88.1	29.2
MICHIGAN	8804	1366	7192	1311	81.7	19.6
MINNESOTA	5642	893	4694	862	83.2	20.2
MISSISSIPPI	2850	661	2503	639	87.8	30.3
MISSOURI	4488	835	3949	808	88.0	24.3
MONTANA	2480	589	2214	571	89.3	31.3
NEBRASKA	2941	662	2661	643	90.5	29.9
NEVADA	2245	479	1882	445	83.8	26.7
NEW HAMPSHIRE	1397	443	1173	425	84.0	40.4
NEW JERSEY	4694	891	4167	864	88.8	25.0
NEW MEXICO	2288	542	1925	506	84.1	29.8
NEW YORK	7633	1020	6272	970	82.2	16.8
NORTH CAROLINA	4753	863	4193	834	88.2	23.8
NORTH DAKOTA	1880	510	1645	493	87.5	35.4
OHIO	8284	1106	7183	1074	86.2	17.3
OKLAHOMA	3927	621	3359	588	85.5	20.2
OREGON	6213	959	5435	944	87.5	20.3
PENNSYLVANIA	6539	978	5867	963	89.7	19.9
RHODE ISLAND	376	233	330	225	87.6	80.7
SOUTH CAROLINA	1925	539	1611	509	83.7	35.3
SOUTH DAKOTA	1551	435	1372	410	88.4	36.2
TENNESSEE	3453	675	3113	660	90.2	26.0
TEXAS	18904	1399	15231	1360	80.6	9.5
UTAH	1713	481	1544	451	90.1	36.6
VERMONT	566	263	519	255	91.7	62.1
VIRGINIA	3655	796	3239	777	88.6	28.7

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1978 (3 of 3)

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
WASHINGTON	7630	1154	6296	1114	82.5	19.2
WEST VIRGINIA	1133	423	1006	408	88.8	49.0
WISCONSIN	4966	833	4226	801	85.1	21.6
WYOMING	1104	297	1026	294	92.9	36.6
PUERTO RICO	362	227	308	216	85.0	80.1
OTHER U.S. TERRITORIES	142	128	110	116	77.7	107.7
FOREIGN	168	98	103	84	61.7	61.7
TOTAL	233952		198778	1269	85.0	0.5

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-8 GENERAL AVIATION ACTIVE AIRCRAFT BY REGION OF BASED AIRCRAFT - CY 1978

REGION	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALASKAN	6607	702	5799	675	87.8	13.8
CENTRAL	15730	1449	13782	1398	87.6	12.0
EASTERN	27405	1918	23786	1854	86.8	9.1
EUROPEAN	53	49	51	48	95.7	127.4
GREAT LAKES	39932	2307	34724	2229	85.3	7.4
NEW ENGLAND	8709	1110	7518	1048	86.3	16.3
NORTHWESTERN	16313	1551	13858	1502	84.9	12.2
PACIFIC	606	282	498	265	82.2	58.1
ROCKY MOUNTAIN	13596	1348	12248	1304	90.1	13.1
SOUTHERN	34442	1959	29668	1888	84.0	7.3
SOUTHWESTERN	32023	1835	26763	1780	82.6	7.4
WESTERN	38440	1912	30880	1830	79.5	6.1
TOTAL	233952		198778	1269	85.0	0.5

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES

TABLE 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1978 (1 of 4)

	TOTAL ACTIVE		ACTIVE USES								INACTIVE
			EXEC-UTIVE	BUSI-NESS	PERSNL	AERIAL APPL	INSTR	AIR TAXI	INDUS-TRIAL	REN-TAL	OTHER	
FIXED WING												
PISTON												
1 ENG 1-3 SEATS												
EST.NO.ACT.	59185	EST.NO.	843	3543	35653	6287	7746	99	538	2064	2408	21107
STD.ERROR	860	% STD.ERROR	D	B	A	A	B	D	D	C	B	A
EST % ACT.	73.7											
1 ENG 4+ SEATS												
EST.NO.ACT.	101466	EST.NO.	2371	28004	54194	48	5692	2670	850	5355	2278	7181
STD.ERROR	857	% STD.ERROR	C	A	A	D	C	C	D	C	D	B
EST % ACT.	93.4											
TOTAL 1 ENG												
EST.NO.ACT.	160651	EST.NO.	3214	31548	89847	6335	13438	2770	1388	7419	4687	28289
STD.ERROR	1214	% STD.ERROR	C	A	A	A	B	C	D	B	B	A
EST % ACT.	85.0											
2 ENG 1-6 SEATS												
EST.NO.ACT.	15621	EST.NO.	2270	7865	2429	54	495	1747	133	240	384	1467
STD.ERROR	259	% STD.ERROR	B	A	B	B	D	B	D	D	D	B
EST % ACT.	91.4											

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1978 (2 of 4)

	TOTAL ACTIVE		ACTIVE USES								INACTIVE
			EXEC-UTIVE	BUSI-NESS	PERSNL	AERIAL APPL	INSTR	AIR TAXI	INDUS-TRIAL	REN-TAL	OTHER	
2 ENG 7+ SEATS												
EST.NO.ACT.	7328	EST.NO.	2490	2191	478	143	33	1522	108	78	281	1242
STD.ERROR	202	% STD.ERROR	A	B	D	D	D	B	C	D	D	B
EST % ACT.	85.5											
TOTAL 2 ENG												
EST.NO.ACT.	22950	EST.NO.	4761	10056	2907	198	529	3269	241	319	666	2709
STD.ERROR	329	% STD.ERROR	A	A	B	D	D	B	D	D	C	B
EST % ACT.	89.4											
OTHER PISTON												
EST.NO.ACT.	221	EST.NO.	3	18	1	83	4	45	1	29	34	157
STD.ERROR	10	% STD.ERROR	D	D	D	A	D	A	D	B	C	A
EST % ACT.	58.4											
TOTAL PISTON												
EST.NO.ACT.	183823	EST.NO.	7979	41623	92756	6617	13972	6086	1631	7768	5387	31156
STD.ERROR	1258	% STD.ERROR	A	A	A	A	B	B	C	B	B	A
EST % ACT.	85.5											
TURBOPROP												
2 ENG 1-12 SEATS												
EST.NO.ACT.	2507	EST.NO.	1958	269	36	0	0	158	4	0	78	88
STD.ERROR	68	% STD.ERROR	A	C	D	A	A	D	D	A	D	D
EST % ACT.	96.5											
2 ENG 13+ SEATS												
EST.NO.ACT.	566	EST.NO.	233	25	0	0	0	280	2	0	24	27
STD.ERROR	10	% STD.ERROR	A	D	A	A	A	A	D	A	D	D
EST % ACT.	94.9											

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1978 (3 of 4)

	TOTAL ACTIVE		ACTIVE USES								INACTIVE
			EXEC-UTIVE	BUSI-NESS	PERSNL	AERIAL APPL	INSTR	AIR TAXI	INDUS-TRIAL	REN-TAL	OTHER	
TOTAL 2 ENG												
EST.NO.ACT.	3073	EST.NO.	2191	295	36	0	0	438	7	0	103	116
STD.ERROR	68	% STD.ERROR	A	C	D	A	A	B	D	A	D	D
EST % ACT.	96.2											
OTHER TURBOPROP												
EST.NO.ACT.	56	EST.NO.	3	9	1	8	0	5	1	10	15	50
STD.ERROR	3	% STD.ERROR	C	C	D	A	A	B	D	B	B	A
EST % ACT.	52.8											
TOTAL TURBOPROP												
EST.NO.ACT.	3130	EST.NO.	2195	305	37	8	0	444	9	10	119	166
STD.ERROR	69	% STD.ERROR	A	C	D	A	A	B	D	B	D	D
EST % ACT.	94.8											
TURBOJET												
2 ENG												
EST.NO.ACT.	2115	EST.NO.	1760	41	12	4	18	153	5	2	116	64
STD.ERROR	27	% STD.ERROR	A	D	D	D	D	C	D	D	C	D
EST % ACT.	97.1											
OTHER												
EST.NO.ACT.	364	EST.NO.	211	15	7	0	3	17	2	23	82	268
STD.ERROR	34	% STD.ERROR	A	D	C	A	D	D	D	C	B	B
EST % ACT.	57.5											
TOTAL TURBOJET												
EST.NO.ACT.	2480	EST.NO.	1971	57	19	4	22	170	8	25	199	332
STD.ERROR	44	% STD.ERROR	A	D	D	D	D	C	D	C	B	B
EST % ACT.	88.2											

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1978 (4 of 4)

	TOTAL ACTIVE		ACTIVE USES								INACTIVE
			EXEC-UTIVE	BUSI-NESS	PERSNL	AERIAL APPL	INSTR	AIR TAXI	INDUS-TRIAL	REN-TAL	OTHER	
TOTAL FIXED WING												
EST.NO.ACT.	189433	EST.NO.	12146	41986	92814	6630	13995	6701	1649	7803	5706	31656
STD.ERROR	1261	% STD.ERROR	A	A	A	A	B	B	C	B	B	A
EST % ACT.	85.7											
ROTORCRAFT												
PISTON												
EST.NO.ACT.	2822	EST.NO.	66	441	478	739	262	139	299	23	370	2204
STD.ERROR	115	% STD.ERROR	D	B	B	B	C	D	C	D	C	A
EST % ACT.	56.1											
TURBINE												
EST.NO.ACT.	2492	EST.NO.	421	199	34	45	7	1075	103	106	499	161
STD.ERROR	30	% STD.ERROR	D	C	D	D	D	B	D	D	D	B
EST % ACT.	93.9											
TOTAL ROTORCRAFT												
EST.NO.ACT.	5315	EST.NO.	487	641	512	785	269	1215	402	130	869	2365
STD.ERROR	119	% STD.ERROR	C	B	B	B	C	B	B	D	C	A
EST % ACT.	69.2											
OTHER												
EST.NO.ACT.	4028	EST.NO.	32	181	2881	1	476	49	7	255	173	1148
STD.ERROR	75	% STD.ERROR	D	C	A	D	B	D	D	C	B	A
EST % ACT.	77.8											
TOTAL AIRCRAFT												
EST.NO.ACT.	198778	EST.NO.	12666	42809	96209	7418	14742	7936	2059	8189	6749	35169
STD.ERROR	1269	STD.ERROR	780	2193	2634	237	1595	776	445	1335	919	1269
EST % ACT.	85.0											

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

NOTE : ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-10 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED - CY 1978 (1 of 2)

AIRCRAFT TYPE	ESTIMATED NUMBER OF A/C FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF ACTIVE A/C FLOWN IFR	ESTIMATED NUMBER OF A/C FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING						
PISTON						
1 ENG 1-3 SEATS	1920	C	3.2	1242	D	64.7
1 ENG 4+ SEATS	45341	A	44.7	43984	A	97.0
TOTAL 1 ENG	47261	A	29.4	45226	A	95.7
2 ENG 1-6 SEATS	12957	A	82.9	12957	A	100.0
2 ENG 7+ SEATS	6636	A	90.6	6636	A	100.0
TOTAL 2 ENG	19594	A	85.4	19594	A	100.0
OTHER PISTON	101	A	46.0	101	A	100.0
TOTAL PISTON	66957	A	36.4	65087	A	97.2
TURBOPROP						
2 ENG 1-12 SEATS	2470	A	98.5	2470	A	100.0
2 ENG 13+ SEATS	533	A	94.2	533	A	100.0
TOTAL 2 ENG	3004	A	97.7	3004	A	100.0
OTHER TURBOPROP	46	A	83.1	46	A	100.0

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-10 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED - CY 1978 (2 of 2)

AIRCRAFT TYPE	ESTIMATED NUMBER OF A/C FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF ACTIVE A/C FLOWN IFR	ESTIMATED NUMBER OF A/C FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
TOTAL TURBOPROP	3051	A	97.5	3051	A	100.0
TURBOJET						
2 ENG	2106	A	99.5	2106	A	100.0
OTHER	393	A	100.0	393	A	100.0
TOTAL TURBOJET	2500	A	100.0	2500	A	100.0
TOTAL FIXED WING	72508	A	38.3	70719	A	97.5
ROTORCRAFT						
PISTON	2	D	0.1	2	D	100.0
TURBINE	191	C	7.7	76	C	39.9
TOTAL ROTORCRAFT	193	C	3.6	78	C	40.6
OTHER	8	D	0.2	2	D	26.9
TOTAL AIRCRAFT	72710	A	36.6	70800	A	97.4

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED SUBTOTALS AND TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (1 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
OTHER 01	9023	4163	395	9.5	46.1	4.4
OTHER 02	1042	702	92	13.1	67.4	8.8
OTHER 03	372	225	16	7.2	60.4	4.3
OTHER 04	172	101	9	8.9	58.9	5.2
OTHER 05	68	37	7	17.4	55.0	9.6
OTHER 06	434	393	64	16.4	90.5	14.8
OTHER 07	55	48	4	8.4	86.6	7.3
OTHER 08	51	26	3	9.8	51.5	5.0
OTHER 09	242	226	11	4.7	93.4	4.3
OTHER 10	144	55	3	5.9	38.5	2.3
OTHER 11	1484	467	39	8.4	31.5	2.6
OTHER 12	219	182	10	5.2	83.1	4.3
OTHER 13	1586	982	42	4.3	61.9	2.7
AEROSPSA316	83	83	0	0.0	100.0	0.0
AEROSPSA341	66	38	18	48.4	57.6	27.9
AGUSTA205	62	62	0	0.0	100.0	0.0
AIRPTSA	291	194	24	12.4	66.8	8.3
AIRSPC18	22	3	1	37.1	13.3	5.0
AIRTHCAT300	148	142	7	5.1	96.1	4.9
AMD FALC10	96	86	0	0.0	100.0	0.0
AMD FALC20	181	176	5	2.8	97.0	2.7

Note: See following page for coding.

NOTE: Other XX refers to all general aviation aircraft belonging to manufacturer/model groups of fewer than 20 aircraft in size for aircraft XX where XX stands for

01 Fixed wing piston, 1 engine, 1-3 seats.
02 Fixed wing piston, 1 engine, 4+ seats.
03 Fixed wing piston, 2 engines, 1-6 seats.
04 Fixed wing piston, 2 engines, 7+ seats.
05 Fixed wing piston, other.
06 Fixed wing turboprop, 2 engines, 1-12 seats.
07 Fixed wing turboprop, 2 engines, 13+ seats.
08 Fixed wing turboprop, other.
09 Fixed wing turbojet, 2 engines.
10 Fixed wing turbojet, other.
11 Rotorcraft, piston.
12 Rotorcraft, turbine.
13 Other aircraft.

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (2 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ABCRMEH37	46	1	0	0.0	2.2	0.0
ABCTICS1A	94	32	2	6.2	34.2	2.1
ABCTICS1B1	25	10	1	12.2	40.0	4.9
ABONCA15	209	109	12	11.4	52.4	6.0
ABONCA58	165	84	6	7.0	50.9	3.6
ABONCA65	152	86	8	9.8	56.3	5.5
ABONCAC3	50	10	6	64.2	19.4	12.5
AYRES S2	811	811	0	0.0	100.0	0.0
BAC 111	26	26	0	0.0	100.0	0.0
BAG DH125	27	25	1	2.8	92.0	2.6
BALWKSFIREFY	349	330	16	4.7	94.5	4.4
BEECH 100	197	192	12	6.5	97.3	6.3
BEECH 17	197	115	10	9.1	58.3	5.3
BEECH 18	1162	789	150	19.0	67.9	12.9
BEECH 200	294	294	0	0.0	100.0	0.0
BEECH 23	2691	2638	73	2.8	98.0	2.7
BEECH 33	1557	1557	0	0.0	100.0	0.0
BEECH 35	7076	6797	239	3.5	96.1	3.4
BEECH 36	1090	1076	25	2.3	98.7	2.3
BEECH 45	325	220	21	9.5	67.7	6.4
BEECH 50	376	344	16	4.6	91.5	4.2

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (3 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BEECH 55	2117	2006	95	4.2	94.7	4.0
BEECH 56	66	61	3	4.9	91.8	4.5
BEECH 58	874	874	0	0.0	100.0	0.0
BEECH 60	340	338	4	1.3	99.3	1.3
BEECH 65	183	166	12	7.2	90.9	6.6
BEECH 76	88	83	3	3.2	94.0	3.0
BEECH 80	249	244	9	3.6	97.9	3.5
BEECH 90	523	520	8	1.5	99.5	1.5
BEECH 95	505	500	8	1.6	99.0	1.6
BEECH 99	111	105	9	8.3	95.0	7.9
BELL 204	143	88	4	4.5	61.6	2.8
BELL 206	1262	1260	14	1.1	99.8	1.1
BELL 212	95	95	0	0.0	100.0	0.0
BELL 47	1578	1047	85	8.1	66.3	5.4
BLANCA11	977	610	45	7.3	62.4	4.6
BLANCA1413	307	121	8	6.8	39.4	2.7
BLANCA1419	308	219	30	13.6	71.0	9.6
BLANCA17	1009	971	40	4.1	96.3	4.0
BLANCA7	6004	4409	276	6.3	73.4	4.6
BLANCA8	544	542	6	1.2	99.7	1.2
BNORM BN2	91	68	13	19.5	75.0	14.6

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (4 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BOEING707	67	56	6	9.9	83.8	8.3
BOEING720	20	14	2	10.9	69.2	7.6
BOEING727	125	60	32	53.0	47.9	25.4
BOEING737	10	10	0	0.0	100.0	0.0
BOEING75	2059	788	132	16.8	38.3	6.4
BOEINGB17	22	17	1	6.4	76.5	4.9
BOLKHS105	61	53	4	7.8	87.2	6.8
BRASOVIS28	46	35	2	5.6	75.0	4.2
BRWSTRFLEET2	31	11	2	15.2	36.4	5.5
BRWSTRFLEET7	22	10	1	8.9	47.4	4.2
CAMRONMODELO	57	50	4	7.4	88.5	6.5
CESSNA120	936	632	76	12.0	67.5	8.1
CESSNA140	2549	2018	154	7.6	79.2	6.0
CESSNA150	18535	17303	487	2.8	93.4	2.6
CESSNA170	2631	2463	117	4.7	93.6	4.4
CESSNA172	21757	21321	421	2.0	98.0	1.9
CESSNA175	1450	1364	51	3.8	94.1	3.5
CESSNA177	3081	3046	53	1.7	98.9	1.7
CESSNA180	2725	2446	118	4.8	89.8	4.3
CESSNA182	12205	11924	274	2.3	97.7	2.2
CESSNA185	1309	1254	46	3.6	95.8	3.5

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1978 (5 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA188	1809	1585	135	8.5	87.6	7.4
CESSNA190	88	65	5	7.1	74.3	5.3
CESSNA195	528	293	40	13.6	55.4	7.5
CESSNA206	2501	2474	48	1.9	98.9	1.9
CESSNA207	260	232	15	6.5	89.1	5.8
CESSNA210	5052	4741	197	4.2	93.8	3.9
CESSNA305	240	206	14	6.9	85.9	5.9
CESSNA310	3213	2740	179	6.5	85.3	5.6
CESSNA320	375	366	19	5.2	97.6	5.1
CESSNA336	101	80	4	5.4	79.1	4.3
CESSNA337	1302	1208	48	4.0	92.8	3.7
CESSNA340	619	619	0	0.0	100.0	0.0
CESSNA401	265	253	13	4.9	95.5	4.7
CESSNA402	522	412	39	9.4	79.0	7.4
CESSNA404	86	83	2	2.2	96.9	2.1
CESSNA411	205	194	20	10.2	94.4	9.6
CESSNA414	490	485	11	2.3	99.0	2.3
CESSNA421	1057	1032	57	5.5	97.6	5.4
CESSNA500	262	262	0	0.0	100.0	0.0
CESSNAT50	84	25	2	9.1	30.2	2.7
CESSNAUC77	21	6	1	11.9	26.3	3.1

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1978 (6 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA120	36	14	2	11.1	39.2	4.4
COMMTH180	24	4	2	17.7	15.3	6.3
COMAERLA4	233	212	10	4.6	91.1	4.2
CURTISC46	51	27	4	14.8	52.2	7.7
CURTISJ4	21	4	1	27.6	20.0	5.5
CURTISROBIN	34	6	1	15.6	17.2	2.7
CURTISTRVAIR	181	52	4	7.7	28.8	2.2
CVAC 22	38	31	1	4.1	82.8	3.4
CVAC 240	64	33	3	9.6	51.3	4.9
CVAC 340	23	19	2	10.3	81.8	8.4
CVAC 440	21	8	2	21.7	38.5	8.3
CVAC BT13	100	26	4	16.8	25.9	4.4
CVAC L13	22	3	1	31.5	12.5	3.9
CVAC STC580	45	45	0	0.0	100.0	0.0
DART G	26	7	1	15.1	26.6	4.3
DHAV DHC2	349	203	13	6.2	58.3	3.6
DHAV DHC3	23	17	2	13.3	72.8	9.7
DHAV DHC6	120	120	0	0.0	100.0	0.0
DHAVXXDH82	100	43	5	12.5	43.5	5.4
DOUG A26	68	40	5	11.5	59.3	6.8
DOUG DC3	494	258	70	27.0	52.2	14.1

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (7 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
DOUG DC4	83	39	4	10.2	46.9	4.8
DOUG DC6	107	66	6	8.8	61.2	5.4
DOUG DC7	52	20	3	15.3	38.6	5.9
DOUG DC8	42	21	3	14.7	50.0	7.4
DOUG DC9	37	37	0	0.0	100.0	0.0
EIRVON20	52	48	1	1.9	92.9	1.7
EMAIR MA1	27	24	1	4.3	89.5	3.8
ENSTRMP28	367	324	12	3.6	88.3	3.2
FLEET 16B	27	13	2	15.7	47.1	7.4
FRCHLD24	320	109	13	11.7	34.2	4.0
FRCHLDC119	27	10	2	14.5	38.4	5.6
FRCHLDF27	42	35	2	6.4	84.5	5.4
FRCHLDFH1100	86	73	6	8.1	84.5	6.9
FRCHLDH62	243	110	11	10.2	45.1	4.6
GLASFL201	36	32	3	8.1	90.1	7.3
GLASFLH301	125	113	10	9.0	90.2	8.2
GROB ASTIR	46	42	1	2.5	91.4	2.3
GRTLKS2T1	165	115	10	9.1	69.4	6.3
GRUMANTBM	36	14	2	13.5	40.0	5.4
GRUMAVAA1	633	543	32	5.9	85.8	5.1
GRUMAVAA5	1057	1051	16	1.5	99.4	1.5

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (8 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
GRUMAVG164	623	623	0	0.0	100.0	0.0
GULSTMAA1	667	591	19	3.2	88.6	2.9
GULSTMAA5	697	691	9	1.3	99.2	1.3
GULSTMG1159	132	132	0	0.0	100.0	0.0
GULSTMG159	150	150	0	0.0	100.0	0.0
GULSTMG164	894	795	42	5.3	88.9	4.7
GULSTMG21	68	45	4	8.2	65.7	5.4
GULSTMG44	89	59	6	10.1	65.8	6.6
GULSTMG73	26	23	1	4.1	89.5	3.7
GULSTMGA7	40	40	0	0.0	100.0	0.0
HELIO H250	22	21	1	2.4	94.4	2.3
HELIO H295	90	64	4	6.0	70.6	4.2
HELIO H391	27	13	2	15.7	47.1	7.4
HELIO H395	22	17	2	9.2	76.9	7.0
HILLEBUH12	642	425	43	10.0	66.2	6.6
HUGHES269	627	491	51	10.4	78.3	8.1
HUGHES369	410	403	15	3.6	98.2	3.5
HWKSLYDH104	43	19	3	14.0	44.3	6.2
HWKSLYDH114	47	43	1	3.2	90.6	2.9
HWKSLYDH125	154	149	5	3.5	96.8	3.4
HYMES B2	137	91	5	5.1	66.4	3.4

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (9 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
IMTRCP200	68	59	5	7.8	86.6	6.8
ISRAEL1121	116	109	7	6.6	93.6	6.2
ISRAEL1123	22	19	2	9.4	84.6	8.0
ISRAEL1124	47	47	0	0.0	100.0	0.0
JBMSTRDGA15	81	24	3	11.7	29.1	3.4
LAIKFM10	46	7	2	21.9	15.2	3.3
LEAR 23	67	67	0	0.0	100.0	0.0
LEAR 24	196	196	0	0.0	100.0	0.0
LEAR 25	174	149	24	15.8	85.8	13.5
LEAR 35	157	157	0	0.0	100.0	0.0
LET L13	182	160	11	6.6	88.1	5.9
LKHEED12A	24	16	2	11.2	66.7	7.5
LKHEED1329	140	124	12	9.5	88.5	8.4
LKHEED18	87	49	7	14.5	56.3	8.2
LKHEED188	10	5	2	33.4	53.1	17.7
LKHEEDPV1	63	41	9	22.5	64.9	14.6
LKHEEDT33	57	3	1	29.3	4.4	1.3
LUSCOM8	2341	1661	217	13.1	71.3	9.3
MARTIN404	29	18	2	13.3	62.5	8.1
MAULE M4	284	265	12	4.6	93.2	4.2
MAULE M5	344	335	10	2.9	97.4	2.8

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (10 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MCCULHJ2	38	13	3	21.1	34.9	7.4
MCLISHFUNKB	136	77	7	8.6	56.5	4.9
MEYERSOTM	49	28	2	6.3	56.5	3.6
MMCOUP90	73	22	2	8.3	30.5	2.5
MMMITEM18	155	78	7	9.1	50.1	4.5
MOONEYM20	5024	4834	126	2.6	96.2	2.5
MORISY2150	35	33	2	5.9	93.8	5.5
MRCHTIS205	50	38	4	10.6	76.5	8.1
MTSBSIMU2	397	397	0	0.0	100.0	0.0
MULTECD16	52	39	2	4.7	74.4	3.5
MAHER B25	50	25	2	9.4	50.0	4.7
MAHER P51	144	70	7	10.0	48.9	4.9
MAHER MA260	64	44	5	12.1	69.0	8.4
MAHER T6	449	296	11	3.9	65.9	2.5
MAVAL M3M	161	53	5	8.7	33.1	2.9
MAVIONMAVION	1309	1143	103	9.0	87.3	7.8
OBLHELH19	40	12	1	7.9	30.6	2.4
PICARDAX6	171	156	12	8.0	91.4	7.3
PILATSB4	27	21	1	5.8	79.6	4.6
PIPER 600	189	189	0	0.0	100.0	0.0
PIPER J2	66	20	2	12.0	31.0	3.7

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (11 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PIPER J3	4343	2177	136	6.3	50.1	3.1
PIPER J4	251	110	10	8.8	43.7	3.8
PIPER J5	365	204	12	6.0	56.0	3.4
PIPER PA12	1401	793	98	12.3	56.6	7.0
PIPER PA14	110	96	7	7.3	86.8	6.3
PIPER PA15	206	106	9	8.8	51.4	4.5
PIPER PA16	403	263	19	7.2	65.2	4.7
PIPER PA17	121	73	3	4.8	60.5	2.9
PIPER PA18	3371	2861	117	4.1	84.9	3.5
PIPER PA20	500	337	35	10.4	67.4	7.0
PIPER PA22	5347	3838	236	6.2	71.8	4.4
PIPER PA23	3756	3459	154	4.4	92.1	4.1
PIPER PA24	3394	3261	96	2.9	96.1	2.8
PIPER PA25	1764	1544	83	5.4	87.5	4.7
PIPER PA28	20255	19548	502	2.6	96.5	2.5
PIPER PA30	1320	1295	29	2.2	98.1	2.2
PIPER PA31	1496	1496	0	0.0	100.0	0.0
PIPER PA31T	183	183	0	0.0	100.0	0.0
PIPER PA32	3526	3410	86	2.5	96.7	2.4
PIPER PA34	1468	1376	85	6.2	93.7	5.8
PIPER PA36	351	320	19	5.9	91.1	5.3

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (12 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PIPER PA38	636	518	33	6.3	81.5	5.1
PRATT PRG1	22	4	1	22.5	16.7	3.7
PROPJT200	35	32	1	4.5	90.5	4.1
RANKIN65	56	21	1	7.0	37.5	2.6
RAVEN RX6	183	166	15	9.2	90.5	8.4
RAVEN S50	116	82	5	6.0	70.8	4.3
RAVEN S55	274	219	16	7.4	79.9	5.9
RKWELL112	729	695	32	4.7	95.3	4.4
RKWELL500	354	333	14	4.2	94.0	4.0
RKWELL520	70	42	8	18.2	59.7	10.9
RKWELL560	147	100	19	18.9	68.1	12.9
RKWELL680	413	411	8	1.8	99.6	1.8
RKWELL680TP	132	119	8	6.4	90.1	5.7
RKWELL690TP	209	187	16	8.4	89.5	7.5
RKWELLNA265	244	244	0	0.0	100.0	0.0
ROLSCHLS	30	26	1	3.9	87.0	3.4
RYAN ST3	171	88	7	7.7	51.6	4.0
RYAN STA	33	12	2	19.1	35.0	6.7
SCHLERASW15	39	37	1	1.7	93.9	1.6
SCHLERASW19	38	37	1	1.9	96.4	1.8
SCHLERASW20	25	23	1	3.7	93.8	3.4

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (13 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SCHLEBK8	22	21	1	2.8	94.4	2.7
SCHLEBKA6	78	71	1	1.7	90.6	1.5
SCTAIVB206	30	28	1	4.4	93.8	4.1
SCTAIVHP137	23	15	2	14.6	65.3	9.5
SCWZERSG1	758	615	45	7.3	81.1	5.9
SCWZERSG2	611	543	27	4.9	88.9	4.4
SCWZERTG3A	23	8	1	12.5	36.8	4.6
SEMCO CLNGER	32	21	2	9.0	66.7	6.0
SEMCO MODELT	38	25	3	10.3	66.7	6.9
SKRSKYS55	92	28	2	6.4	30.4	1.9
SKRSKYS58	61	22	2	7.7	35.3	2.7
SKRSKYS58T	23	20	1	5.1	86.0	4.4
SLINDS100	370	333	11	3.3	90.1	3.0
SMITH 600	221	187	12	6.6	84.4	5.5
SNIAS SA318	37	35	4	10.9	94.9	10.3
SOCATAMS894	42	38	3	7.5	90.7	6.8
SPHRTHCIRRUS	111	107	3	3.3	96.3	3.1
SPHRTHNIMBUS	28	24	1	4.5	85.7	3.8
STNSON10	180	37	10	27.1	20.8	5.7
STNSONL5	137	66	6	8.6	48.0	4.1
STNSONSR9	28	12	2	18.6	43.8	8.1

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (14 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
STOLAMRC3	253	106	12	11.2	41.8	4.7
SUPAC LA	108	29	2	6.9	26.7	1.8
SUPAC V	27	8	1	17.4	30.1	5.2
SWRNGNSA226	134	134	0	0.0	100.0	0.0
SWRNGNSA26	108	108	0	0.0	100.0	0.0
TCRAFKD	286	109	7	6.1	38.3	2.3
TCRAFT19	119	110	6	5.1	92.1	4.7
TCRAFTA	33	8	1	17.5	24.0	4.2
TCRAFTBC	1915	1013	134	13.3	52.9	7.0
TCRAFTBF	44	23	2	9.6	53.3	5.1
TCRAFTBL	234	90	8	9.0	38.6	3.5
TEMCO 11A	34	24	2	9.0	70.3	6.3
THUNDRAX7	26	23	1	5.1	88.8	4.5
TRYTEKK	32	8	1	16.5	25.0	4.1
UNIVACGC1	706	465	22	4.8	65.9	3.2
UNIVAR108	2254	1454	147	10.1	64.5	6.5
UNIVAR415	2595	1820	189	10.4	70.1	7.3
VICKER745	26	9	1	9.7	34.8	3.4
WACO ASO	29	5	1	22.2	18.2	4.0
WACO GXE	34	10	1	13.5	29.6	4.0
WACO R	34	13	2	13.6	37.5	5.1

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1978 (15 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
WACO U	31	7	1	11.2	22.2	2.5
WACO UPF7	160	76	3	4.2	47.6	2.0
WACO YK	56	18	1	8.1	31.9	2.6
WOODHM65	363	137	21	15.0	37.7	5.7
WTHRLY201	73	71	4	5.5	97.1	5.4
TOTAL	233952	198778	1269	0.6	85.0	0.5

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1978 (1 of 8)

TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
FIXED WING												
PISTON												
1 ENG 1-3 SEATS												
ESTIMATED POPULATION	40418	5815	5170	34652	10957	1679	69335	10423	5122	3045	55	69103
% STANDARD ERROR	A	B	B	A	A	C	A	A	B	B	D	A
ESTIMATED % OF TYPE	50.3	7.2	6.4	43.2	13.6	2.1	86.4	13.0	6.4	3.8	0.1	86.1
1 ENG 4+ SEATS												
ESTIMATED POPULATION	72568	38842	66326	4168	81097	25133	27550	71560	64150	48412	141	32241
% STANDARD ERROR	A	A	A	B	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	66.8	35.8	61.0	3.8	74.6	23.1	25.4	65.9	59.0	44.6	0.1	29.7
TOTAL 1 ENG												
ESTIMATED POPULATION	112987	44657	71497	38821	92054	26813	96886	81983	69273	51458	196	101345
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	59.8	23.6	37.8	20.5	48.7	14.2	51.3	43.4	36.7	27.2	0.1	53.6
2 ENG 1-6 SEATS												
ESTIMATED POPULATION	8083	9541	13764	416	16423	12613	665	16289	15925	15582	83	582
% STANDARD ERROR	A	A	A	D	A	A	C	A	A	A	D	C
ESTIMATED % OF TYPE	47.3	55.8	80.5	2.4	96.1	73.8	3.9	95.3	93.2	91.2	0.5	3.4

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1978 (2 of 8)

TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
2 ENG 7+ SEATS												
ESTIMATED POPULATION	3550	5026	7164	321	8023	6762	547	8007	7863	7708	78	499
% STANDARD ERROR	A	A	A	D	A	A	C	A	A	A	D	C
ESTIMATED % OF TYPE	41.4	58.6	83.6	3.8	93.6	78.9	6.4	93.4	91.7	89.9	0.9	5.8
TOTAL 2 ENG												
ESTIMATED POPULATION	11634	14567	20928	737	24446	19375	1213	24297	23788	23291	161	1081
% STANDARD ERROR	A	A	A	C	A	A	B	A	A	A	D	B
ESTIMATED % OF TYPE	45.3	56.8	81.6	2.9	95.3	75.5	4.7	94.7	92.7	90.8	0.6	4.2
OTHER PISTON												
ESTIMATED POPULATION	207	164	207	59	263	97	115	250	242	238	0	128
% STANDARD ERROR	A	A	A	B	A	A	A	A	A	A	A	A
ESTIMATED % OF TYPE	54.6	43.4	54.5	15.7	69.5	25.8	30.5	66.1	64.0	62.8	0.0	33.9
TOTAL PISTON												
ESTIMATED POPULATION	124828	59389	92633	39618	116765	46286	98214	106531	93304	74987	358	102555
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	58.1	27.6	43.1	18.4	54.3	21.5	45.7	49.6	43.4	34.9	0.2	47.7
TURBOPROP												
2 ENG 1-12 SEATS												
ESTIMATED POPULATION	533	2065	2331	53	2524	2474	71	2533	2533	2507	9	62
% STANDARD ERROR	C	A	A	D	A	A	D	A	A	A	D	D
ESTIMATED % OF TYPE	20.5	79.5	89.8	2.1	97.2	95.3	2.8	97.6	97.6	96.6	0.4	2.4
2 ENG 13+ SEATS												
ESTIMATED POPULATION	126	488	547	7	576	518	17	586	584	584	19	7
% STANDARD ERROR	B	A	A	D	A	A	D	A	A	A	D	D
ESTIMATED % OF TYPE	21.2	81.8	91.8	1.2	96.6	86.8	2.9	98.3	97.9	97.9	3.3	1.2

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1978 (3 of 8)

TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
TOTAL 2 ENG												
ESTIMATED POPULATION	659	2553	2879	61	3100	2992	89	3120	3117	3091	28	69
% STANDARD ERROR	B	A	A	D	A	A	D	A	A	A	D	C
ESTIMATED % OF TYPE	20.7	79.9	90.2	1.9	97.1	93.7	2.8	97.7	97.6	96.9	0.9	2.2
OTHER TURBOPROP												
ESTIMATED POPULATION	34	62	75	14	83	68	23	83	77	77	2	23
% STANDARD ERROR	A	A	A	B	A	A	B	A	A	A	D	B
ESTIMATED % OF TYPE	32.1	58.0	70.9	13.7	78.2	64.2	21.8	78.0	72.0	72.0	2.1	22.0
TOTAL TURBOPROP												
ESTIMATED POPULATION	694	2615	2955	75	3184	3061	112	3203	3195	3168	31	93
% STANDARD ERROR	B	A	A	D	A	A	D	A	A	A	D	C
ESTIMATED % OF TYPE	21.0	79.2	89.5	2.3	96.5	92.7	3.4	97.1	96.8	96.0	0.9	2.8
TURBOJET												
2 ENG												
ESTIMATED POPULATION	175	2077	1993	10	2169	2118	10	2160	2160	2143	45	19
% STANDARD ERROR	C	A	A	D	A	A	D	A	A	A	D	C
ESTIMATED % OF TYPE	8.0	95.3	91.4	0.5	99.5	97.2	0.5	99.1	99.1	98.3	2.1	0.9
OTHER												
ESTIMATED POPULATION	141	418	481	89	529	466	103	507	496	498	15	120
% STANDARD ERROR	B	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	22.3	66.1	76.1	14.2	83.7	73.6	16.3	80.2	78.5	78.8	2.5	19.1
TOTAL TURBOJET												
ESTIMATED POPULATION	316	2495	2474	100	2699	2584	113	2667	2656	2642	60	140
% STANDARD ERROR	B	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	11.3	88.7	88.0	3.6	95.9	91.9	4.1	94.8	94.5	93.9	2.2	5.0

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1978 (4 of 8)

TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER REC	GLIDE SLOPE	MLS	NO ILS
TOTAL FIXED WING												
ESTIMATED POPULATION	125839	64500	98063	39794	122648	51933	98441	112403	99156	80798	450	102788
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	56.9	29.2	44.4	18.0	55.5	23.5	44.5	50.8	44.8	36.5	0.2	46.5
ROTORCRAFT												
PISTON												
ESTIMATED POPULATION	1954	413	101	2670	572	105	4454	63	22	32	13	4942
% STANDARD ERROR	A	B	D	A	B	D	A	D	D	D	D	A
ESTIMATED % OF TYPE	38.9	8.2	2.0	53.1	11.4	2.1	88.6	1.3	0.4	0.6	0.3	98.3
TURBINE												
ESTIMATED POPULATION	722	1849	468	91	1307	160	1346	876	295	274	0	1771
% STANDARD ERROR	C	A	C	B	B	D	B	C	D	D	A	B
ESTIMATED % OF TYPE	27.2	69.7	17.7	3.5	49.3	6.0	50.7	33.0	11.1	10.4	0.0	66.7
TOTAL ROTORCRAFT												
ESTIMATED POPULATION	2676	2262	569	2762	1879	266	5801	939	317	307	13	6713
% STANDARD ERROR	A	A	C	A	B	D	A	B	D	D	D	A
ESTIMATED % OF TYPE	34.9	29.5	7.4	36.0	24.5	3.5	75.5	12.2	4.1	4.0	0.2	87.4
OTHER												
ESTIMATED POPULATION	1651	95	54	3230	74	26	5102	52	10	8	0	5120
% STANDARD ERROR	A	C	D	A	D	D	A	D	D	D	A	A
ESTIMATED % OF TYPE	35.6	1.8	1.1	62.4	1.4	0.5	98.6	1.0	0.2	0.2	0.0	98.9
TOTAL AIRCRAFT												
ESTIMATED POPULATION	130367	66858	98668	45787	124603	52225	109344	113395	99484	81113	464	114623
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF POP	55.7	28.6	42.2	19.6	53.3	22.3	46.7	48.5	42.5	34.7	0.2	49.0

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1978 (5 of 8)

TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
FIXED WING											
PISTON											
1 ENG 1-3 SEATS											
ESTIMATED POPULATION	33591	9228	5725	5313	712	493	81	385	66	53	37850
% STANDARD ERROR	A	B	B	B	D	D	D	D	D	D	A
ESTIMATED % OF TYPE	41.8	11.5	7.1	6.6	0.9	0.6	0.1	0.5	0.1	0.1	47.1
1 ENG 4+ SEATS											
ESTIMATED POPULATION	47907	59329	71674	70494	30075	6317	448	35735	2655	1726	4679
% STANDARD ERROR	A	A	A	A	A	B	D	A	D	D	B
ESTIMATED % OF TYPE	44.1	54.6	66.0	64.9	27.7	5.8	0.4	32.9	2.4	1.6	4.3
TOTAL 1 ENG											
ESTIMATED POPULATION	81499	68557	77400	75807	30787	6810	530	36121	2722	1779	42530
% STANDARD ERROR	A	A	A	A	A	B	D	A	D	D	A
ESTIMATED % OF TYPE	43.1	36.3	41.0	40.1	16.3	3.6	0.3	19.1	1.4	0.9	22.5
2 ENG 1-6 SEATS											
ESTIMATED POPULATION	5058	12201	15382	16305	13999	4052	186	14048	2723	4062	380
% STANDARD ERROR	A	A	A	A	A	A	D	A	B	A	D
ESTIMATED % OF TYPE	29.6	71.4	90.0	95.4	81.9	23.7	1.1	82.2	15.9	23.8	2.2
2 ENG 7+ SEATS											
ESTIMATED POPULATION	2151	6332	7557	7752	6812	2746	223	6321	2217	3885	337
% STANDARD ERROR	B	A	A	A	A	B	D	A	B	A	D
ESTIMATED % OF TYPE	25.1	73.9	88.2	90.4	79.5	32.0	2.6	73.8	25.9	45.3	3.9
TOTAL 2 ENG											
ESTIMATED POPULATION	7210	18534	22939	24057	20812	6798	409	20369	4941	7948	718
% STANDARD ERROR	A	A	A	A	A	A	D	A	A	A	C
ESTIMATED % OF TYPE	28.1	72.2	89.4	93.8	81.1	26.5	1.6	79.4	19.3	31.0	2.8

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1978 (6 of 8)

TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
OTHER PISTON											
ESTIMATED POPULATION	88	224	255	238	148	7	12	89	30	95	63
% STANDARD ERROR	B	A	A	A	A	D	D	A	C	A	B
ESTIMATED % OF TYPE	23.5	59.1	67.4	63.1	39.1	2.0	3.3	23.5	8.1	25.2	16.7
TOTAL PISTON											
ESTIMATED POPULATION	88798	87316	100595	100104	51748	13617	952	56580	7694	9823	43312
% STANDARD ERROR	A	A	A	A	A	A	C	A	b	A	A
ESTIMATED % OF TYPE	41.3	40.6	46.8	46.6	24.1	6.3	0.4	26.3	3.6	4.6	20.1
TURBOPROP											
2 ENG 1-12 SEATS											
ESTIMATED POPULATION	315	2248	2499	2539	2506	1388	142	2462	2264	2252	53
% STANDARD ERROR	D	A	A	A	A	A	C	A	A	A	D
ESTIMATED % OF TYPE	12.2	86.6	96.2	97.8	96.5	53.5	5.5	94.8	87.2	86.8	2.1
2 ENG 13+ SEATS											
ESTIMATED POPULATION	164	449	567	578	550	56	69	266	244	458	7
% STANDARD ERROR	B	A	A	A	A	B	B	A	A	A	D
ESTIMATED % OF TYPE	27.5	75.2	95.0	96.9	92.3	9.5	11.6	44.7	40.9	76.8	1.2
TOTAL 2 ENG											
ESTIMATED POPULATION	480	2697	3066	3117	3057	1445	211	2729	2508	2711	61
% STANDARD ERROR	C	A	A	A	A	A	B	A	A	A	D
ESTIMATED % OF TYPE	15.0	84.5	96.0	97.6	95.7	45.2	6.6	85.5	78.6	84.9	1.9
OTHER TURBOPROP											
ESTIMATED POPULATION	19	70	76	85	77	7	21	54	51	51	16
% STANDARD ERROR	B	A	A	A	A	B	B	A	A	A	B
ESTIMATED % OF TYPE	18.2	65.9	71.3	80.3	72.0	6.9	20.5	51.4	48.6	48.6	15.8

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1978 (7 of 8)

TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
TOTAL TURBOPROP											
ESTIMATED POPULATION	499	2768	3143	3203	3134	1452	233	2784	2560	2763	77
% STANDARD ERROR	C	A	A	A	A	A	B	A	A	A	D
ESTIMATED % OF TYPE	15.1	83.9	95.2	97.1	95.0	44.0	7.1	84.4	77.6	83.7	2.4
TURBOJET											
2 ENG											
ESTIMATED POPULATION	171	2011	2104	2106	2126	729	706	2106	1944	2096	10
% STANDARD ERROR	C	A	A	A	A	B	A	A	A	A	D
ESTIMATED % OF TYPE	7.9	92.3	96.5	96.6	97.6	33.4	32.4	96.6	89.2	96.2	0.5
OTHER											
ESTIMATED POPULATION	94	465	472	486	499	137	261	453	427	428	83
% STANDARD ERROR	A	A	A	A	A	C	B	A	A	A	A
ESTIMATED % OF TYPE	15.0	73.6	74.6	76.8	78.9	21.7	41.4	71.7	67.6	67.7	13.2
TOTAL TURBOJET											
ESTIMATED POPULATION	266	2477	2576	2592	2626	866	968	2559	2372	2525	94
% STANDARD ERROR	B	A	A	A	A	B	A	A	A	A	B
ESTIMATED % OF TYPE	9.5	88.1	91.6	92.2	93.4	30.8	34.4	91.0	84.4	89.8	3.3
TOTAL FIXED WING											
ESTIMATED POPULATION	89565	92561	106314	105900	57509	15936	2154	61924	12627	15112	43484
% STANDARD ERROR	A	A	A	A	A	A	B	A	A	A	A
ESTIMATED % OF TYPE	40.5	41.9	48.1	47.9	26.0	7.2	1.0	28.0	5.7	6.8	19.7
ROTORCRAFT											
PISTON											
ESTIMATED POPULATION	448	162	19	179	36	32	9	14	25	12	4291
% STANDARD ERROR	B	C	D	C	D	D	D	D	D	D	A
ESTIMATED % OF TYPE	8.9	3.2	0.4	3.6	0.7	0.6	0.2	0.3	0.5	0.2	85.4

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1978 (8 of 8)

TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
TURBINE											
ESTIMATED POPULATION	341	1143	349	1886	359	165	126	43	124	73	302
% STANDARD ERROR	D	B	D	A	D	D	B	D	C	C	B
ESTIMATED % OF TYPE	12.9	43.1	13.2	71.1	13.6	6.2	4.8	1.6	4.7	2.8	11.4
TOTAL ROTORCRAFT											
ESTIMATED POPULATION	789	1306	368	2065	395	197	136	58	149	85	4594
% STANDARD ERROR	B	B	D	A	D	D	B	D	C	C	A
ESTIMATED % OF TYPE	10.3	17.0	4.8	26.9	5.2	2.6	1.8	0.8	1.9	1.1	59.8
OTHER											
ESTIMATED POPULATION	53	18	22	6	1	0	1	17	13	4	5078
% STANDARD ERROR	D	D	D	D	D	A	D	D	D	D	A
ESTIMATED % OF TYPE	1.0	0.3	0.4	0.1	0.0	0.0	0.0	0.3	0.3	0.1	98.1
TOTAL AIRCRAFT											
ESTIMATED POPULATION	90408	93886	106705	107973	57906	16133	2292	62000	12790	15202	53157
% STANDARD ERROR	A	A	A	A	A	A	B	A	A	A	A
ESTIMATED % OF POP	38.6	40.1	45.6	46.2	24.8	6.9	1.0	26.5	5.5	6.5	22.7

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (1 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
ALABAMA												
ESTIMATED POPULATION	1613	676	1150	815	1290	484	1785	1109	874	915	0	1964
% STANDARD ERROR	D	D	D	D	C	D	C	C	C	D	A	C
ESTIMATED % OF STATE	52.2	21.9	37.3	26.4	41.8	15.7	57.8	35.9	28.3	29.6	0.0	63.6
ALASKA												
ESTIMATED POPULATION	4707	1406	1358	917	1483	180	5228	2128	1154	1044	0	4492
% STANDARD ERROR	B	D	D	C	D	D	B	C	B	B	A	B
ESTIMATED % OF STATE	71.2	21.3	20.6	13.9	22.4	2.7	79.1	32.2	17.5	15.8	0.0	68.0
ARIZONA												
ESTIMATED POPULATION	2985	1719	2304	1089	2992	1165	2569	2452	2317	2062	17	3018
% STANDARD ERROR	C	D	C	D	C	C	C	C	C	C	D	C
ESTIMATED % OF STATE	52.3	30.1	40.4	19.1	52.4	20.4	45.0	43.0	40.6	36.1	0.3	52.9
ARKANSAS												
ESTIMATED POPULATION	1301	521	898	831	951	398	1649	874	819	708	0	1722
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	48.5	19.5	33.5	31.0	35.5	14.9	61.5	32.6	30.5	26.4	0.0	64.2
CALIFORNIA												
ESTIMATED POPULATION	16981	8719	12866	5975	16250	6799	14237	14786	12957	10579	61	14939
% STANDARD ERROR	A	B	B	A	A	B	A	A	A	B	C	A
ESTIMATED % OF STATE	55.7	28.6	42.2	19.6	53.3	22.3	46.7	48.5	42.5	34.7	0.2	49.0

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (2 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER REC	GLIDE SLOPE	MLS	NO ILS
COLORADO												
ESTIMATED POPULATION	2574	1325	1615	740	2749	1148	1744	2145	1707	1428	10	2234
% STANDARD ERROR	C	D	C	D	C	C	C	C	C	C	D	C
ESTIMATED % OF STATE	52.9	27.2	33.2	15.2	56.5	23.6	35.8	44.1	35.1	29.4	0.2	45.9
CONNECTICUT												
ESTIMATED POPULATION	716	715	793	316	875	573	741	886	827	761	8	706
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	43.6	43.5	48.2	19.2	53.2	34.9	45.0	53.9	50.3	46.3	0.5	43.0
DELAWARE												
ESTIMATED POPULATION	479	304	367	121	471	235	355	483	452	334	0	336
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	C
ESTIMATED % OF STATE	62.5	39.7	48.0	15.8	61.5	30.7	46.4	63.1	59.0	43.6	0.0	44.0
DC												
ESTIMATED POPULATION	32	24	27	0	45	33	11	33	33	33	0	24
% STANDARD ERROR	D	D	D	A	D	D	D	D	D	D	A	C
ESTIMATED % OF STATE	58.6	44.1	48.9	0.0	81.9	59.6	20.8	59.6	59.6	59.6	0.0	43.1
FLORIDA												
ESTIMATED POPULATION	6438	3306	4878	2266	6161	2578	5398	5606	4913	4011	23	5664
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	55.7	28.6	42.2	19.6	53.3	22.3	46.7	48.5	42.5	34.7	0.2	49.0
GEORGIA												
ESTIMATED POPULATION	1913	1665	2137	934	2333	1172	1967	2227	2043	1721	0	2041
% STANDARD ERROR	D	D	D	C	C	D	C	C	C	D	A	C
ESTIMATED % OF STATE	44.6	38.8	49.8	21.8	54.4	27.3	45.9	51.9	47.6	40.1	0.0	47.6
HAWAII												
ESTIMATED POPULATION	346	144	156	81	258	61	304	193	153	149	2	365
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	60.1	25.0	27.1	14.2	44.8	10.6	52.9	33.5	26.6	26.0	0.4	63.5

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (3 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER REC	GLIDE SLOPE	MLS	NO ILS
IDAHO												
ESTIMATED POPULATION	1364	676	713	482	1107	302	1341	977	776	546	2	1393
% STANDARD ERROR	D	D	D	D	D	D	C	D	D	D	D	D
ESTIMATED % OF STATE	55.3	27.4	28.9	19.5	44.9	12.2	54.4	39.6	31.5	22.1	0.1	56.5
ILLINOIS												
ESTIMATED POPULATION	4147	2130	3142	1459	3969	1660	3477	3611	3165	2584	15	3649
% STANDARD ERROR	C	C	D	B	C	D	B	C	D	C	D	B
ESTIMATED % OF STATE	55.7	28.6	42.2	19.6	53.3	22.3	46.7	48.5	42.5	34.7	0.2	49.0
INDIANA												
ESTIMATED POPULATION	2771	847	1979	1258	2635	1076	2164	2299	2234	1303	1	2319
% STANDARD ERROR	C	D	C	D	C	D	C	C	C	D	A	C
ESTIMATED % OF STATE	57.9	17.7	41.4	26.3	55.0	22.5	45.2	48.0	46.7	27.2	0.0	48.4
IOWA												
ESTIMATED POPULATION	1936	1287	1557	702	2224	750	1416	1877	1618	1340	0	1745
% STANDARD ERROR	D	D	D	D	C	D	C	D	D	D	A	C
ESTIMATED % OF STATE	52.3	34.8	42.1	19.0	60.1	20.3	38.3	50.7	43.7	36.2	0.0	47.1
KANSAS												
ESTIMATED POPULATION	2779	1096	1898	840	2547	677	2106	2244	1751	1516	1	2264
% STANDARD ERROR	C	D	C	D	C	D	C	C	C	C	D	C
ESTIMATED % OF STATE	60.4	23.9	41.3	18.3	55.4	14.7	45.8	48.8	38.1	33.0	0.0	49.2
KENTUCKY												
ESTIMATED POPULATION	1201	789	1064	201	1384	499	604	1176	1078	780	4	776
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	C
ESTIMATED % OF STATE	62.1	40.8	55.1	10.4	71.6	25.8	31.3	60.9	55.8	40.4	0.2	40.1
LOUISIANA												
ESTIMATED POPULATION	2057	1666	1378	747	1658	569	2536	1850	947	1089	24	2335
% STANDARD ERROR	D	D	D	D	D	D	C	C	D	C	D	C
ESTIMATED % OF STATE	48.7	39.5	32.7	17.7	39.3	13.5	60.1	43.8	22.5	25.8	0.6	55.3

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (4 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER REC	GLIDE SLOPE	MLS	NO ILS
MAINE												
ESTIMATED POPULATION	748	301	317	453	430	147	1039	460	321	237	0	967
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	50.5	20.4	21.4	30.6	29.1	10.0	70.1	31.1	21.7	16.0	0.0	67.3
MARYLAND												
ESTIMATED POPULATION	1729	771	1300	469	1631	643	1270	1658	1223	978	0	1203
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	59.1	26.4	44.4	16.0	55.7	22.0	43.4	56.7	41.8	33.4	0.0	41.1
MASSACHUSETTS												
ESTIMATED POPULATION	1651	1229	1446	417	1939	906	1281	1855	1650	1357	0	1331
% STANDARD ERROR	C	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	51.0	38.0	44.6	12.9	59.9	28.0	39.6	57.3	50.9	41.9	0.0	41.1
MICHIGAN												
ESTIMATED POPULATION	4904	2518	3715	1726	4693	1963	4111	4270	3742	3055	18	4314
% STANDARD ERROR	C	D	C	B	C	D	B	C	C	C	D	B
ESTIMATED % OF STATE	55.7	28.6	42.2	19.6	53.3	22.3	46.7	48.5	42.5	34.7	0.3	49.0
MINNESOTA												
ESTIMATED POPULATION	2905	1174	1798	1675	2942	627	2755	1777	1569	1348	50	3776
% STANDARD ERROR	C	D	D	C	C	D	C	C	C	D	D	B
ESTIMATED % OF STATE	51.5	20.8	31.9	29.7	52.1	11.1	48.8	31.5	27.8	23.9	0.9	66.9
MISSISSIPPI												
ESTIMATED POPULATION	1194	795	717	809	1032	401	1699	894	824	692	7	1791
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	41.9	27.9	25.2	28.4	36.2	14.1	59.6	31.4	28.9	24.3	0.3	62.8
MISSOURI												
ESTIMATED POPULATION	2511	1335	2060	925	2708	817	1777	2258	2179	1821	21	2136
% STANDARD ERROR	C	D	C	D	C	D	C	C	C	D	D	C
ESTIMATED % OF STATE	56.0	29.8	45.9	20.6	60.3	18.2	39.6	50.3	48.5	40.6	0.5	47.6

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (5 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER REC	GLIDE SLOPE	MLS	NO ILS
MONTANA												
ESTIMATED POPULATION	1315	628	895	575	1195	432	1284	904	809	645	21	1543
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	53.0	25.4	36.1	23.2	48.2	17.4	51.8	36.5	32.6	26.0	0.9	62.2
NEBRASKA												
ESTIMATED POPULATION	1545	877	942	696	1496	342	1449	1409	1046	784	1	1480
% STANDARD ERROR	D	D	D	D	D	D	C	D	D	D	D	C
ESTIMATED % OF STATE	52.6	29.8	32.1	23.7	50.9	11.7	49.3	47.9	35.6	26.7	0.1	50.3
NEVADA												
ESTIMATED POPULATION	1456	763	1173	251	1683	767	550	1070	1342	853	0	728
% STANDARD ERROR	C	D	C	D	C	D	D	D	C	D	A	D
ESTIMATED % OF STATE	64.9	34.0	52.3	11.2	75.0	34.2	24.5	47.7	59.8	38.0	0.0	32.5
NEW HAMPSHIRE												
ESTIMATED POPULATION	671	457	557	321	739	303	675	694	653	553	3	667
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	48.1	32.7	39.9	23.0	52.9	21.7	48.3	49.7	46.7	39.6	0.2	47.8
NEW JERSEY												
ESTIMATED POPULATION	2841	1472	2581	694	2615	1565	2110	2851	2605	1993	7	1869
% STANDARD ERROR	C	D	C	D	C	C	C	C	C	C	D	C
ESTIMATED % OF STATE	60.5	31.4	55.0	14.8	55.7	33.4	45.0	60.8	55.5	42.5	0.2	39.8
NEW MEXICO												
ESTIMATED POPULATION	1175	887	1161	322	1339	570	894	883	918	605	4	1216
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	51.4	38.8	50.7	14.1	58.5	24.9	39.1	38.6	40.1	26.5	0.2	53.1
NEW YORK												
ESTIMATED POPULATION	4504	1897	3502	1214	3930	1572	3652	3856	3335	2459	11	3630
% STANDARD ERROR	B	C	C	C	B	C	B	C	C	C	D	B
ESTIMATED % OF STATE	59.0	24.9	45.9	15.9	51.5	20.6	47.8	50.5	43.7	32.2	0.2	47.6

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (6 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER REC	GLIDE SLOPE	MLS	NO ILS
NORTH CAROLINA												
ESTIMATED POPULATION	2829	1523	2020	788	2690	1068	2050	2719	2495	2085	0	1835
% STANDARD ERROR	C	D	C	D	C	C	C	C	C	D	A	C
ESTIMATED % OF STATE	59.5	32.0	42.5	16.6	56.6	22.5	43.1	57.2	52.5	43.9	0.0	38.6
NORTH DAKOTA												
ESTIMATED POPULATION	983	289	494	033	603	189	1269	594	520	431	0	1232
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	52.3	15.4	26.3	33.7	32.1	10.1	67.5	31.6	27.7	23.0	0.0	65.5
OHIO												
ESTIMATED POPULATION	4847	2051	3713	1597	4351	1415	4025	4271	3511	2363	0	3985
% STANDARD ERROR	B	C	C	C	C	C	B	C	C	C	A	B
ESTIMATED % OF STATE	58.5	24.8	44.8	19.3	52.5	17.1	48.6	51.6	42.4	28.5	0.0	48.2
OKLAHOMA												
ESTIMATED POPULATION	2309	1297	2240	589	2584	831	1329	1756	1955	1188	14	1526
% STANDARD ERROR	C	C	C	D	B	C	C	C	C	C	D	C
ESTIMATED % OF STATE	58.8	33.0	57.1	15.0	65.8	21.2	33.8	44.7	49.8	30.3	0.4	38.9
OREGON												
ESTIMATED POPULATION	2821	1758	1525	1789	2702	1277	3612	2686	2572	1884	0	3319
% STANDARD ERROR	B	C	C	D	B	C	C	B	B	C	A	C
ESTIMATED % OF STATE	45.4	28.3	24.6	28.8	43.5	20.6	58.1	43.2	41.4	30.3	0.0	53.4
PENNSYLVANIA												
ESTIMATED POPULATION	3751	1691	3108	1267	3623	1304	2934	3663	3409	2602	3	2754
% STANDARD ERROR	C	C	C	C	C	D	B	C	C	C	D	B
ESTIMATED % OF STATE	57.4	25.9	47.5	19.4	55.4	19.9	44.9	56.0	52.1	39.8	0.0	42.1
RHODE ISLAND												
ESTIMATED POPULATION	198	120	164	69	224	104	146	191	153	129	2	170
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	52.6	31.9	43.7	18.5	59.5	27.6	38.8	50.8	40.6	34.4	0.8	45.3

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (7 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
SOUTH CAROLINA												
ESTIMATED POPULATION	890	655	911	422	1025	377	878	931	837	693	14	942
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	C
ESTIMATED % OF STATE	46.2	34.1	47.3	21.9	53.2	19.6	45.6	48.4	43.5	36.0	0.7	48.9
SOUTH DAKOTA												
ESTIMATED POPULATION	784	270	399	540	564	186	976	481	417	370	0	1026
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	C
ESTIMATED % OF STATE	50.5	17.4	25.7	34.8	36.4	12.0	62.9	31.0	26.9	23.9	0.0	66.2
TENNESSEE												
ESTIMATED POPULATION	1748	1374	1884	462	2175	1065	1220	2109	1937	1711	11	1198
% STANDARD ERROR	C	D	C	D	C	C	D	C	C	C	D	D
ESTIMATED % OF STATE	50.6	39.8	54.6	13.4	63.0	30.8	35.3	61.1	56.1	49.6	0.3	34.7
TEXAS												
ESTIMATED POPULATION	10530	5407	7977	3705	10076	4216	8828	9168	8034	6560	38	9263
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	55.7	28.6	42.2	19.6	53.3	22.3	46.7	48.5	42.5	34.7	0.2	49.0
UTAH												
ESTIMATED POPULATION	933	728	841	121	1179	439	525	818	792	587	0	792
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	54.5	42.5	49.1	7.1	68.8	25.7	30.7	47.8	46.3	34.3	0.0	46.3
VERMONT												
ESTIMATED POPULATION	350	164	217	78	255	122	318	346	222	199	0	218
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	61.8	29.0	38.4	13.8	45.1	21.6	56.1	61.2	39.2	35.2	0.0	38.6
VIRGINIA												
ESTIMATED POPULATION	1950	1350	1389	589	1965	655	1737	2315	1511	1208	0	1385
% STANDARD ERROR	D	D	D	D	D	D	C	D	D	D	A	C
ESTIMATED % OF STATE	53.3	36.9	38.0	16.1	53.8	17.9	47.5	63.3	41.4	33.0	0.0	37.9

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (8 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
WASHINGTON												
ESTIMATED POPULATION	4564	1766	3174	1537	3952	992	3598	3434	2436	1973	0	4025
% STANDARD ERROR	C	C	C	C	C	D	C	C	C	C	A	C
ESTIMATED % OF STATE	59.8	23.2	41.6	20.1	51.8	13.0	47.2	45.0	31.9	25.9	0.0	52.8
WEST VIRGINIA												
ESTIMATED POPULATION	518	482	587	144	732	325	392	658	597	475	1	430
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	45.7	42.5	51.8	12.7	64.6	28.7	34.6	58.1	52.7	42.0	0.1	38.0
WISCONSIN												
ESTIMATED POPULATION	2482	1492	2042	1190	2752	938	2253	2037	1941	1520	0	2788
% STANDARD ERROR	C	D	C	D	C	D	C	C	C	D	A	C
ESTIMATED % OF STATE	50.0	30.1	41.1	24.0	55.4	18.9	45.4	41.0	39.1	30.6	0.0	56.2
WYOMING												
ESTIMATED POPULATION	685	337	472	74	688	216	398	459	486	351	0	563
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	62.0	30.6	42.8	6.8	62.3	19.6	36.1	41.6	44.1	31.8	0.0	51.0
PUERTO RICO												
ESTIMATED POPULATION	221	137	164	13	202	34	159	193	162	150	9	166
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	61.1	38.1	45.3	3.7	55.9	9.5	44.0	53.4	45.0	41.5	2.5	46.0
OTHER U.S. TERRITORIES												
ESTIMATED POPULATION	107	31	63	12	62	15	83	61	44	36	0	82
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	75.7	21.8	44.7	8.7	43.7	10.6	58.5	43.3	31.3	25.6	0.0	57.7
FOREIGN												
ESTIMATED POPULATION	61	72	95	2	83	55	48	84	83	80	5	40
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	36.6	42.9	56.7	1.4	49.7	33.1	28.6	49.9	49.9	47.9	3.3	23.9

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (9 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
TOTAL												
ESTIMATED POPULATION	130367	66858	98688	45787	124603	52225	109344	113395	99484	81113	464	114623
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF POP	55.7	28.6	42.2	19.6	53.3	22.3	46.7	48.5	42.5	34.7	0.2	49.0

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (10 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
ALABAMA											
ESTIMATED POPULATION	997	1128	1250	1226	597	142	3	760	253	316	951
% STANDARD ERROR	D	C	D	C	D	D	D	D	D	D	D
ESTIMATED % OF STATE	32.3	36.5	40.5	39.7	19.3	4.6	0.1	24.6	8.2	10.3	30.8
ALASKA											
ESTIMATED POPULATION	3026	2003	1477	3095	587	9	35	457	210	17	1343
% STANDARD ERROR	B	C	D	B	C	D	D	D	D	D	B
ESTIMATED % OF STATE	45.8	30.3	22.4	46.9	8.9	0.1	0.5	6.9	3.2	0.3	20.3
ARIZONA											
ESTIMATED POPULATION	2472	1940	2349	2342	1163	548	16	1215	164	209	1355
% STANDARD ERROR	C	D	C	C	D	D	D	D	D	D	C
ESTIMATED % OF STATE	43.3	34.0	41.2	41.0	20.4	9.6	0.3	21.3	2.9	3.7	23.7
ARKANSAS											
ESTIMATED POPULATION	828	983	1102	1001	592	135	2	717	124	144	889
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	30.9	36.7	41.1	37.4	22.1	5.0	0.1	26.7	4.7	5.4	33.2
CALIFORNIA											
ESTIMATED POPULATION	11768	12225	13902	14085	7561	2104	305	8079	1677	1982	6921
% STANDARD ERROR	B	B	A	A	B	D	D	B	B	B	A
ESTIMATED % OF STATE	38.6	40.1	45.6	46.2	24.8	6.9	1.0	26.5	5.5	6.5	22.7
COLORADO											
ESTIMATED POPULATION	1530	2029	1757	1796	1004	255	45	1223	244	264	1069
% STANDARD ERROR	D	C	C	C	C	D	D	C	D	D	D
ESTIMATED % OF STATE	31.4	41.7	36.1	36.9	20.6	5.3	0.9	25.2	5.0	5.4	22.0

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (11 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
CONNECTICUT											
ESTIMATED POPULATION	444	824	777	796	545	137	17	591	113	115	363
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	27.0	50.1	47.2	48.4	33.1	8.3	1.1	35.9	6.9	7.0	22.1
DELAWARE											
ESTIMATED POPULATION	340	385	432	454	227	63	13	272	88	61	201
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	44.4	50.3	56.4	59.3	29.6	8.2	1.8	35.5	11.6	8.0	26.3
DC											
ESTIMATED POPULATION	2	30	33	29	33	9	13	33	19	33	24
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	4.8	54.8	59.6	52.1	59.6	17.9	24.7	59.6	34.8	59.6	43.1
FLORIDA											
ESTIMATED POPULATION	4462	4635	5271	5340	2867	798	116	3063	636	751	2624
% STANDARD ERROR	B	B	B	B	B	C	C	B	B	B	B
ESTIMATED % OF STATE	38.6	40.1	45.6	46.2	24.8	6.9	1.0	26.5	5.5	6.5	22.7
GEORGIA											
ESTIMATED POPULATION	1490	1861	2079	2116	1082	404	105	1247	371	405	1060
% STANDARD ERROR	D	D	D	D	C	D	D	C	D	D	C
ESTIMATED % OF STATE	34.7	43.4	48.5	49.3	25.2	9.4	2.5	29.1	8.6	9.5	24.7
HAWAII											
ESTIMATED POPULATION	244	158	158	160	98	15	8	56	17	12	160
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	42.3	27.5	27.4	27.9	17.0	2.7	1.5	9.8	3.0	2.1	27.9
IDAHO											
ESTIMATED POPULATION	884	902	841	992	421	92	18	484	87	87	617
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	35.8	36.6	34.1	40.2	17.1	3.7	0.8	19.6	3.6	3.6	25.0

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (12 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
ILLINOIS											
ESTIMATED POPULATION	2874	2986	3395	3440	1847	514	74	1973	410	484	1690
% STANDARD ERROR	C	C	C	C	C	D	D	C	D	D	B
ESTIMATED % OF STATE	38.6	40.1	45.6	46.2	24.8	6.9	1.0	26.5	5.5	6.5	22.7
INDIANA											
ESTIMATED POPULATION	2218	1539	2253	2030	906	217	10	900	176	261	1196
% STANDARD ERROR	C	D	C	C	D	D	D	C	D	D	D
ESTIMATED % OF STATE	46.3	32.1	47.1	42.4	18.9	4.5	0.2	18.8	3.7	5.5	25.0
IOWA											
ESTIMATED POPULATION	1565	1498	1514	1825	945	235	73	1087	186	206	781
% STANDARD ERROR	D	D	D	C	D	D	D	C	D	D	D
ESTIMATED % OF STATE	42.3	40.5	40.9	49.3	25.5	6.5	2.0	29.4	5.0	5.6	21.1
KANSAS											
ESTIMATED POPULATION	1860	1930	1977	1763	984	273	4	1114	71	75	988
% STANDARD ERROR	C	C	C	C	D	D	D	C	D	D	D
ESTIMATED % OF STATE	40.5	42.0	43.0	38.3	21.4	5.9	0.1	24.2	1.6	1.6	21.5
KENTUCKY											
ESTIMATED POPULATION	943	779	1090	1067	505	174	13	584	95	176	265
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	48.8	40.3	56.4	55.2	26.1	9.0	0.7	30.2	4.9	9.1	13.7
LOUISIANA											
ESTIMATED POPULATION	1699	1605	1471	2209	674	55	133	740	181	276	758
% STANDARD ERROR	D	D	D	C	D	D	C	D	D	D	D
ESTIMATED % OF STATE	40.3	38.0	34.9	52.4	16.0	1.3	3.2	17.5	4.3	6.6	18.0
MAINE											
ESTIMATED POPULATION	624	353	350	425	146	19	2	135	29	31	515
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	42.1	23.8	23.7	28.7	9.9	1.3	0.2	9.1	2.0	2.1	34.8

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (13 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
MARYLAND											
ESTIMATED POPULATION	1285	1145	1484	1245	551	150	31	675	145	143	533
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	43.9	39.1	50.7	42.5	18.8	5.1	1.1	23.1	5.0	4.9	18.2
MASSACHUSETTS											
ESTIMATED POPULATION	1605	1327	1615	1607	651	153	17	584	164	150	499
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	49.5	41.0	49.9	49.6	20.1	4.7	0.5	18.0	5.1	4.6	15.4
MICHIGAN											
ESTIMATED POPULATION	3398	3530	4015	4067	2183	607	88	2333	484	572	1999
% STANDARD ERROR	C	C	C	C	D	D	D	D	C	D	B
ESTIMATED % OF STATE	38.6	40.1	45.6	46.2	24.8	6.9	1.0	26.5	5.5	6.5	22.7
MINNESOTA											
ESTIMATED POPULATION	2274	1670	1840	1821	888	209	77	1076	145	95	1779
% STANDARD ERROR	C	D	C	D	D	D	D	D	D	D	C
ESTIMATED % OF STATE	40.3	29.6	32.6	32.3	15.7	3.7	1.4	19.1	2.6	1.7	31.5
MISSISSIPPI											
ESTIMATED POPULATION	1155	691	862	834	560	176	1	680	124	144	883
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	40.5	24.3	30.3	29.3	19.7	6.2	0.0	23.9	4.4	5.1	31.0
MISSOURI											
ESTIMATED POPULATION	1546	1805	2252	2099	1182	269	39	1398	140	257	1037
% STANDARD ERROR	D	D	C	C	D	D	D	D	D	D	C
ESTIMATED % OF STATE	34.5	40.2	50.2	46.8	26.4	6.0	0.9	31.2	3.1	5.7	23.1
MONTANA											
ESTIMATED POPULATION	1002	829	976	1073	511	162	21	627	97	85	670
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	40.4	33.4	39.4	43.3	20.6	6.6	0.9	25.3	3.9	3.4	27.0

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (14 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
NEBRASKA											
ESTIMATED POPULATION	1191	1061	1081	1170	625	157	2	763	140	139	757
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	40.5	36.1	36.8	39.8	21.3	5.4	0.1	25.9	4.8	4.7	25.7
NEVADA											
ESTIMATED POPULATION	832	1222	1170	1047	685	271	21	711	138	142	353
% STANDARD ERROR	D	C	C	C	D	D	D	D	D	D	D
ESTIMATED % OF STATE	37.1	54.4	52.1	46.6	30.5	12.1	1.0	31.7	6.2	6.3	15.8
NEW HAMPSHIRE											
ESTIMATED POPULATION	434	601	612	722	384	100	5	391	97	39	401
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	31.1	43.0	43.9	51.7	27.5	7.2	0.4	28.0	7.0	2.8	28.7
NEW JERSEY											
ESTIMATED POPULATION	2110	1866	2555	2539	1593	289	103	1661	187	192	812
% STANDARD ERROR	C	D	C	C	D	D	D	C	D	D	D
ESTIMATED % OF STATE	45.0	39.8	54.4	54.1	33.9	6.2	2.2	35.4	4.0	4.1	17.3
NEW MEXICO											
ESTIMATED POPULATION	883	1151	1256	1151	563	85	10	907	118	111	413
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	38.6	50.3	54.9	50.3	24.6	3.7	0.4	39.7	5.2	4.9	18.1
NEW YORK											
ESTIMATED POPULATION	2850	2955	3606	2979	1608	394	115	1925	365	337	1834
% STANDARD ERROR	C	C	C	C	C	D	D	C	C	C	C
ESTIMATED % OF STATE	37.3	38.7	47.2	39.0	21.1	5.2	1.5	25.2	4.8	4.4	24.0
NORTH CAROLINA											
ESTIMATED POPULATION	2277	1912	2168	2363	1284	397	45	1456	272	343	843
% STANDARD ERROR	C	C	C	C	D	D	D	D	D	D	D
ESTIMATED % OF STATE	47.9	40.2	45.6	49.7	27.0	8.4	1.0	30.6	5.7	7.2	17.7

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (15 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
NORTH DAKOTA											
ESTIMATED POPULATION	746	484	559	621	266	50	0	262	27	29	640
% STANDARD ERROR	D	D	D	D	D	D	A	D	D	D	D
ESTIMATED % OF STATE	39.7	25.7	29.7	33.1	14.2	2.7	0.0	15.0	1.5	1.6	36.2
OHIO											
ESTIMATED POPULATION	3050	3385	4371	3997	1728	334	95	2004	449	516	1979
% STANDARD ERROR	C	C	C	C	C	D	D	C	C	C	C
ESTIMATED % OF STATE	37.3	40.9	52.8	48.3	20.9	4.0	1.2	24.2	5.4	6.2	23.9
OKLAHOMA											
ESTIMATED POPULATION	1315	1869	2397	2231	1048	168	31	1316	316	343	774
% STANDARD ERROR	D	C	C	C	C	D	D	C	D	D	C
ESTIMATED % OF STATE	33.5	47.6	61.0	56.8	26.7	4.3	0.8	33.5	8.1	8.8	19.7
OREGON											
ESTIMATED POPULATION	3124	1997	3458	2231	1842	471	20	1745	79	95	1179
% STANDARD ERROR	C	C	C	B	C	C	D	C	D	D	B
ESTIMATED % OF STATE	50.3	32.1	55.7	35.9	29.7	7.6	0.3	28.1	1.3	1.5	19.0
PENNSYLVANIA											
ESTIMATED POPULATION	2867	2412	3711	3419	1830	303	86	1757	249	420	1466
% STANDARD ERROR	C	C	C	C	C	D	D	C	D	D	C
ESTIMATED % OF STATE	43.9	36.9	56.8	52.3	28.0	4.6	1.3	26.9	3.8	6.4	22.4
RHODE ISLAND											
ESTIMATED POPULATION	169	140	178	144	66	16	4	78	9	11	70
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	45.0	37.2	47.5	38.4	17.5	4.4	1.2	20.8	2.6	3.1	18.8
SOUTH CAROLINA											
ESTIMATED POPULATION	585	765	905	828	450	198	3	399	116	144	549
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	30.4	39.7	47.0	43.0	23.4	10.3	0.2	20.8	6.0	7.5	28.6

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (16 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
SOUTH DAKOTA											
ESTIMATED POPULATION	637	379	461	557	222	23	1	247	21	18	576
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	41.1	24.5	29.7	35.9	14.4	1.5	0.1	15.9	1.4	1.2	37.2
TENNESSEE											
ESTIMATED POPULATION	1223	1830	2040	1947	1267	324	23	1404	240	486	555
% STANDARD ERROR	D	C	C	C	C	D	D	C	D	D	D
ESTIMATED % OF STATE	35.4	53.0	59.1	56.4	36.7	9.4	0.7	40.7	7.0	14.1	16.1
TEXAS											
ESTIMATED POPULATION	7297	7581	8620	8734	4688	1304	189	5010	1040	1229	4291
% STANDARD ERROR	B	B	B	B	B	B	C	B	B		B
ESTIMATED % OF STATE	38.6	40.1	45.6	46.2	24.8	6.9	1.0	26.5	5.5	6.5	22.7
UTAH											
ESTIMATED POPULATION	591	991	904	866	447	69	9	551	50	40	203
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	34.5	57.9	52.8	50.6	26.1	4.1	0.5	32.2	2.9	2.4	11.9
VERMONT											
ESTIMATED POPULATION	268	201	241	236	120	25	1	141	35	40	110
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	47.3	35.6	42.6	41.8	21.2	4.4	0.3	25.0	6.3	7.1	19.5
VIRGINIA											
ESTIMATED POPULATION	1504	1496	1655	1475	617	175	5	763	125	168	712
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	C
ESTIMATED % OF STATE	41.2	40.9	45.3	40.5	16.9	4.8	0.2	20.9	3.4	4.6	19.5
WASHINGTON											
ESTIMATED POPULATION	2263	2984	3354	2907	1010	250	2	1089	56	59	1893
% STANDARD ERROR	C	C	C	C	C	D	D	D	D	D	C
ESTIMATED % OF STATE	29.7	39.1	44.0	38.1	13.2	3.3	0.0	14.3	0.7	0.8	24.8

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1978 (17 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	MTHR RADAR	NO NAVEQ
WEST VIRGINIA											
ESTIMATED POPULATION	351	617	649	594	404	137	3	347	63	117	171
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	31.0	54.5	57.3	52.5	35.7	12.2	0.3	30.6	5.6	10.3	15.1
WISCONSIN											
ESTIMATED POPULATION	1983	1866	2175	2108	944	357	13	1206	195	258	1326
% STANDARD ERROR	C	D	C	C	C	D	D	C	D	D	C
ESTIMATED % OF STATE	39.9	37.6	43.8	42.5	19.0	7.2	0.3	24.3	3.9	5.2	26.7
WYOMING											
ESTIMATED POPULATION	432	510	673	699	225	47	0	353	16	23	136
% STANDARD ERROR	D	D	D	D	D	D	A	D	D	D	D
ESTIMATED % OF STATE	39.2	46.2	60.9	63.3	20.4	4.3	0.0	32.0	1.5	2.1	12.3
PUERTO RICO											
ESTIMATED POPULATION	171	157	174	228	43	7	0	53	0	8	27
% STANDARD ERROR	D	D	D	D	D	D	A	D	A	D	D
ESTIMATED % OF STATE	47.2	43.6	48.2	63.2	12.0	2.2	0.0	14.8	0.0	2.2	7.5
OTHER U.S. TERRITORIES											
ESTIMATED POPULATION	68	59	55	80	16	0	1	34	1	1	16
% STANDARD ERROR	D	D	D	D	D	A	D	D	D	D	D
ESTIMATED % OF STATE	48.3	41.9	39.2	56.4	11.6	0.0	1.2	24.1	1.2	1.2	11.5
FOREIGN											
ESTIMATED POPULATION	37	72	81	108	60	28	27	43	33	34	17
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	22.4	42.9	48.3	64.6	36.1	16.9	16.1	25.7	19.8	20.7	10.6
TOTAL											
ESTIMATED POPULATION	90408	93886	106705	107973	57906	16133	2292	62000	12790	15202	53157
% STANDARD ERROR	A	A	A	A	A	A	B	A	A	A	A
ESTIMATED % OF POP	38.6	40.1	45.6	46.2	24.8	6.9	1.0	26.5	5.5	6.5	22.7

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1978 (1 of 6)

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
ALASKAN												
ESTIMATED POPULATION	4707	1406	1358	917	1483	180	5228	2128	1154	1044	0	4492
% STANDARD ERROR	B	D	D	C	D	D	B	C	B	B	A	B
ESTIMATED % OF REGION	71.2	21.3	20.6	13.9	22.4	2.7	79.1	32.2	17.5	15.8	0.0	68.0
CENTRAL												
ESTIMATED POPULATION	8773	4597	6458	3164	8976	2588	6750	7789	6595	5462	24	7626
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF REGION	55.8	29.2	41.1	20.1	57.1	16.5	42.9	49.5	41.9	34.7	0.2	48.5
EASTERN												
ESTIMATED PUPULATION	15808	7995	12865	4501	15015	6335	12465	15521	13168	10085	24	11635
% STANDARD ERROR	B	B	B	B	B	B	A	B	B	B	D	B
ESTIMATED % OF REGION	57.7	29.2	46.9	16.4	54.8	23.1	45.5	56.6	48.1	36.8	0.1	42.5
EUROPEAN												
ESTIMATED POPULATION	19	56	58	2	36	32	37	43	51	51	2	22
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	C
ESTIMATED % OF REGION	37.3	104.9	108.8	4.5	68.4	60.7	69.9	82.3	96.1	96.1	5.3	42.2
GREAT LAKES												
ESTIMATED POPULATION	22058	10215	16392	8908	21343	7681	18788	18269	16164	12176	85	20838
% STANDARD ERROR	A	B	B	A	A	B	A	A	B	B	D	A
ESTIMATED % OF REGION	55.2	25.6	41.0	22.3	53.4	19.2	47.0	45.8	40.5	30.5	0.2	52.2

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1978 (2 of 6)

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	24 SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
NEW ENGLAND												
ESTIMATED POPULATION	4337	2989	3497	1657	4464	2156	4202	4434	3827	3239	14	4092
% STANDARD ERROR	B	C	C	C	B	C	B	B	C	C	D	B
ESTIMATED % OF REGION	49.8	34.3	40.2	19.0	51.3	24.8	48.2	50.9	43.9	37.2	0.2	47.0
NORTHWESTERN												
ESTIMATED POPULATION	8753	4291	5413	3808	7761	2572	8554	7098	5786	4403	2	8741
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	D	B
ESTIMATED % OF REGION	53.7	25.8	33.2	23.3	47.6	15.8	52.4	43.5	35.5	27.0	0.0	53.6
PACIFIC												
ESTIMATED POPULATION	369	152	170	81	268	62	325	210	165	162	2	379
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF REGION	60.9	25.2	28.2	13.5	44.3	10.3	53.7	34.8	27.4	26.7	0.4	62.6
ROCKY MOUNTAIN												
ESTIMATED POPULATION	7275	3580	4719	2687	6980	2611	6198	5403	4734	3814	32	7393
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF REGION	53.5	26.3	34.7	19.8	51.3	19.2	45.6	39.7	34.8	28.1	0.2	54.4
SOUTHERN												
ESTIMATED POPULATION	18176	10963	15016	6727	18394	7717	15834	17054	15233	12816	72	16462
% STANDARD ERROR	A	B	A	B	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	52.8	31.8	43.6	19.5	53.4	22.4	46.0	49.5	44.2	37.2	0.2	47.8
SOUTHWESTERN												
ESTIMATED POPULATION	17374	9781	13657	6195	16610	6586	15237	14534	12675	10151	81	16064
% STANDARD ERROR	B	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	54.3	30.5	42.6	19.3	51.9	20.6	47.6	45.4	39.6	31.7	0.3	50.2

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1978 (3 of 6)

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
WESTERN												
ESTIMATED POPULATION	21423	11202	16344	7316	20926	8732	17357	18310	16617	13496	79	18686
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	55.7	29.1	42.5	19.0	54.4	22.7	45.2	47.6	43.2	35.1	0.2	48.6
TOTAL												
ESTIMATED POPULATION	130367	66858	98688	45787	124603	52225	109344	113395	99484	81113	464	114623
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF POP	55.7	28.6	42.2	19.6	53.3	22.3	46.7	48.5	42.5	34.7	0.2	49.0

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1978
(4 of 6)

REGION	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
ALASKAN											
ESTIMATED POPULATION	3026	2003	1477	3095	567	9	35	457	210	17	1343
% STANDARD ERROR	B	C	D	B	C	D	D	D	D	D	B
ESTIMATED % OF REGION	45.8	30.3	22.4	46.9	8.9	0.1	0.5	6.9	3.2	0.3	20.3
CENTRAL											
ESTIMATED POPULATION	6164	6294	6825	6858	3739	939	119	4363	539	678	3565
% STANDARD ERROR	B	B	B	B	B	C	D	B	D	C	B
ESTIMATED % OF REGION	39.2	40.0	43.4	43.6	23.8	6.0	0.8	27.7	3.4	4.3	22.7
EASTERN											
ESTIMATED POPULATION	11313	10908	14129	12741	6866	1524	373	7436	1244	1473	5756
% STANDARD ERROR	B	B	B	B	B	C	C	B	C	B	B
ESTIMATED % OF REGION	41.3	39.8	51.6	46.5	25.1	5.6	1.4	27.1	4.5	5.4	21.0
EUROPEAN											
ESTIMATED POPULATION	11	45	43	61	31	21	27	26	21	28	12
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF REGION	22.4	85.4	82.3	115.1	59.2	41.2	50.8	49.6	41.2	53.2	23.2
GREAT LAKES											
ESTIMATED POPULATION	15838	14979	18051	17465	8499	2241	363	9493	1862	2189	9972
% STANDARD ERROR	B	B	B	B	B	D	C	B	B	B	A
ESTIMATED % OF REGION	39.7	37.5	45.2	43.7	21.3	5.6	0.9	23.8	4.7	5.5	25.0
NEW ENGLAND											
ESTIMATED POPULATION	3546	3448	3777	3932	1913	452	49	1923	450	389	1960
% STANDARD ERROR	C	C	C	C	C	D	D	C	D	D	C
ESTIMATED % OF REGION	40.7	39.6	43.4	45.2	22.0	5.2	0.6	22.1	5.2	4.5	22.5

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1978 (5 of 6)

REGION	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
NORTHWESTERN											
ESTIMATED POPULATION	6274	5884	7653	6131	3275	814	41	3320	224	242	3690
% STANDARD ERROR	B	B	B	B	B	D	D	B	D	D	B
ESTIMATED % OF REGION	38.5	36.1	46.9	37.6	20.1	5.0	0.3	20.4	1.4	1.5	22.6
PACIFIC											
ESTIMATED POPULATION	256	169	167	180	106	15	8	60	18	12	166
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF REGION	42.3	27.9	27.7	29.8	17.6	2.6	1.4	9.9	3.1	2.0	27.4
ROCKY MOUNTAIN											
ESTIMATED POPULATION	4941	5225	5332	5615	2678	609	77	3286	459	462	3337
% STANDARD ERROR	B	B	B	B	B	D	D	B	C	C	B
ESTIMATED % OF REGION	36.3	38.4	39.2	41.3	19.7	4.5	0.6	24.2	3.4	3.4	24.5
SOUTHERN											
ESTIMATED POPULATION	13386	13839	15928	16060	8696	2630	315	9697	2121	2784	7777
% STANDARD ERROR	B	A	A	A	A	B	D	A	B	B	B
ESTIMATED % OF REGION	38.9	40.2	46.2	46.6	25.2	76.4	0.9	28.2	6.2	8.1	22.6
SOUTHWESTERN											
ESTIMATED POPULATION	12023	13191	14848	15329	7566	1749	367	8691	1782	2105	7127
% STANDARD ERROR	B	A	A	A	A	B	B	A	B	B	A
ESTIMATED % OF REGION	37.5	41.2	46.4	47.9	23.6	5.5	1.2	27.1	5.6	6.6	22.3
WESTERN											
ESTIMATED POPULATION	15073	15388	17423	17475	9409	2924	344	10006	1980	2334	8630
% STANDARD ERROR	B	A	A	A	A	C	D	B	C	B	A
ESTIMATED % OF REGION	39.2	40.0	45.3	45.5	24.5	7.6	0.9	26.0	5.2	6.1	22.5

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1978 (6 of 6)

REGION	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2* RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
TOTAL											
ESTIMATED POPULATION	90408	93886	106705	107973	57906	16133	2292	62000	12790	15202	53157
% STANDARD ERROR	A	A	A	A	A	A	B	A	A	A	A
ESTIMATED % OF POP	38.6	40.1	45.6	46.2	24.8	6.9	1.0	26.5	5.5	6.5	22.7

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1978 (1 of 4)

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
EXECUTIVE												
ESTIMATED POPULATION	3211	9510	10037	535	11992	9712	848	11468	10745	10482	262	1332
% STANDARD ERROR	B	A	A	D	A	A	C	A	A	A	D	C
ESTIMATED % OF USE	25.4	75.1	79.3	4.2	94.7	76.7	6.7	90.5	84.8	82.8	2.1	10.5
BUSINESS												
ESTIMATED POPULATION	25891	18564	29902	2094	36047	18355	7506	32405	31179	26403	117	9468
% STANDARD ERROR	A	A	A	C	A	A	B	A	A	A	D	B
ESTIMATED % OF USE	60.5	43.4	69.9	4.9	84.2	42.9	17.5	75.7	72.8	61.7	0.3	22.1
PERSONAL												
ESTIMATED POPULATION	69399	18651	40107	14241	48399	13796	50404	42318	36804	24937	34	53077
% STANDARD ERROR	A	A	A	A	A	B	A	A	A	A	D	A
ESTIMATED % OF USE	72.1	19.4	41.7	14.8	50.3	14.3	52.4	44.0	38.3	25.9	0.0	55.2
AERIAL APPLICATION												
ESTIMATED POPULATION	1385	276	298	6035	385	150	7264	317	193	174	0	7325
% STANDARD ERROR	B	B	D	A	C	D	A	D	C	C	A	A
ESTIMATED % OF USE	18.7	3.7	4.0	81.4	5.2	2.0	97.9	4.3	2.6	2.4	0.0	98.8
INSTRUCTIONAL												
ESTIMATED POPULATION	9502	5060	3206	671	6150	1199	8830	7493	3562	4387	2	7157
% STANDARD ERROR	B	C	C	B	B	D	B	B	C	C	D	B
ESTIMATED % OF USE	64.5	34.3	21.8	4.6	41.7	8.1	59.9	50.8	24.2	29.8	0.0	48.6

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1978 (2 of 4)

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
AIR TAXI												
ESTIMATED POPULATION	3279	5048	5463	68	6523	3909	1575	6759	6107	5875	81	1335
% STANDARD ERROR	B	B	B	D	B	B	B	B	B	B	D	B
ESTIMATED % OF USE	41.3	63.6	68.8	0.9	82.2	49.3	19.9	85.2	77.0	74.0	1.0	16.8
INDUSTRIAL/SPECIAL												
ESTIMATED POPULATION	1143	893	552	104	1486	584	636	1281	1090	455	0	837
% STANDARD ERROR	C	D	C	D	C	D	C	D	D	D	A	C
ESTIMATED % OF USE	55.5	43.4	26.8	5.1	72.2	28.4	30.9	62.2	53.0	22.1	0.0	40.7
RENTAL												
ESTIMATED POPULATION	4625	3673	3874	226	6537	1816	1793	5347	4855	3906	0	2389
% STANDARD ERROR	C	C	C	C	B	D	C	C	C	C	A	C
ESTIMATED % OF USE	56.5	44.9	47.3	2.8	79.8	22.2	21.9	65.3	59.3	47.7	0.0	29.2
OTHER												
ESTIMATED POPULATION	2748	2614	1693	873	3538	1813	2613	2855	2565	2219	9	3282
% STANDARD ERROR	B	C	C	C	B	C	B	B	C	C	D	B
ESTIMATED % OF USE	40.7	38.7	25.1	12.9	52.4	26.9	38.7	42.3	38.0	32.9	0.1	48.6
INACTIVE												
ESTIMATED POPULATION	9264	2233	3453	19345	3966	1239	26544	4098	3006	2233	66	26154
% STANDARD ERROR	A	B	A	A	A	B	A	A	A	A	D	A
ESTIMATED % OF USE	26.3	6.4	9.8	55.0	11.3	3.5	75.5	11.7	8.5	6.4	0.2	74.4
TOTAL												
ESTIMATED POPULATION	130367	66858	98688	45787	124603	52225	109344	113395	99484	81113	464	114623
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF POP	55.7	28.6	42.2	19.6	53.3	22.3	46.7	48.5	42.5	34.7	0.2	49.0

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1978 (3 of 4)

PRIMARY USE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
EXECUTIVE											
ESTIMATED POPULATION	2402	10691	11229	11228	10088	4444	1191	10284	5771	7052	296
% STANDARD ERROR	B	A	A	A	A	A	A	A	A	A	D
ESTIMATED % OF USE	19.0	84.4	88.7	88.7	79.7	35.1	9.4	81.2	45.6	55.7	2.3
BUSINESS											
ESTIMATED POPULATION	17115	25377	32906	33111	21579	5802	480	22549	2728	3871	1940
% STANDARD ERROR	A	A	A	A	A	B	D	A	B	B	B
ESTIMATED % OF USE	40.0	59.3	76.9	77.3	50.4	13.6	1.1	52.7	6.4	9.0	4.5
PERSONAL											
ESTIMATED POPULATION	50895	32584	41733	40605	16561	4131	234	17582	1258	553	16931
% STANDARD ERROR	A	A	A	A	B	C	D	A	D	D	A
ESTIMATED % OF USE	52.9	33.9	43.4	42.2	17.2	4.3	0.2	18.3	1.3	0.6	17.6
AERIAL APPLICATION											
ESTIMATED POPULATION	406	273	284	411	133	38	2	64	0	57	6915
% STANDARD ERROR	C	D	D	C	C	D	D	D	A	D	A
ESTIMATED % OF USE	5.5	3.7	3.8	5.5	1.8	0.5	0.0	0.9	0.0	0.8	93.2
INSTRUCTIONAL											
ESTIMATED POPULATION	7714	6261	3385	5513	1299	199	28	1316	1510	1489	1270
% STANDARD ERROR	B	B	C	C	D	D	D	D	D	D	C
ESTIMATED % OF USE	52.3	42.5	23.0	37.4	8.8	1.4	0.2	8.9	10.2	10.1	8.6
AIR TAXI											
ESTIMATED POPULATION	2367	5328	5967	7113	4485	674	174	3844	551	1212	393
% STANDARD ERROR	C	B	B	B	B	C	D	B	C	B	C
ESTIMATED % OF USE	29.8	67.1	75.2	89.6	56.5	8.5	2.2	48.4	6.9	15.3	5.0

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1978 (4 of 4)

PRIMARY USE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
INDUSTRIAL/SPECIAL											
ESTIMATED POPULATION	799	859	1141	983	578	44	29	604	120	20	443
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	C
ESTIMATED % OF USE	38.8	41.8	55.4	47.8	28.1	2.2	1.4	29.4	5.9	1.0	21.5
RENTAL											
ESTIMATED POPULATION	3194	4687	4606	4242	1566	305	37	2292	96	135	507
% STANDARD ERROR	C	C	C	C	C	D	D	C	D	D	C
ESTIMATED % OF USE	39.0	57.2	56.3	51.8	19.1	3.7	0.5	28.0	1.2	1.7	6.2
OTHER											
ESTIMATED POPULATION	1359	2843	2020	2248	1420	354	142	1236	412	462	2008
% STANDARD ERROR	D	B	C	B	C	D	C	C	C	C	B
ESTIMATED % OF USE	20.1	42.1	29.9	33.3	21.1	5.3	2.1	18.3	6.1	6.9	29.8
INACTIVE											
ESTIMATED POPULATION	6045	3680	3429	2906	1411	395	67	1457	485	382	20966
% STANDARD ERROR	A	A	A	A	B	C	D	B	C	B	A
ESTIMATED % OF USE	17.2	10.5	9.8	8.3	4.0	1.1	0.2	4.1	1.4	1.1	59.6
TOTAL											
ESTIMATED POPULATION	90408	93886	106705	107973	57906	16133	2292	62000	12790	15202	53157
% STANDARD ERROR	A	A	A	A	A	A	B	A	A	A	A
ESTIMATED % OF POP	38.6	40.1	45.6	46.2	24.8	6.9	1.0	26.5	5.5	6.5	22.7

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR		CODE
GREATER THAN	LESS THAN OR EQUAL TO	
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %		D

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1978 (1 of 12)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
OTHER 01	6432.8	1563.0	24.3
OTHER 02	1467.3	192.7	13.1
OTHER 03	521.0	73.0	14.0
OTHER 04	804.1	197.6	24.6
OTHER 05	1134.1	137.3	12.1
OTHER 06	1554.6	751.3	48.3
OTHER 07	455.4	68.1	15.0
OTHER 08	416.5	76.0	18.3
OTHER 09	440.7	74.0	16.8
OTHER 10	523.3	44.0	8.4
OTHER 11	912.4	172.0	18.9
OTHER 12	666.2	125.7	18.9
OTHER 13	687.1	194.7	28.3
AEROSPSA316	122.7	18.5	15.1
AEROSPSA341	51.5	18.5	35.8
AGUSTA205	209.8	24.5	11.7
AIRPTSA	626.8	58.0	9.3
AIRSPC18	4.3	0.5	11.8
AIRTRCAT300	94.4	16.0	17.0
AMD FALC10	140.0	20.2	14.4
AMD FALC20	692.8	56.9	8.2
ARCRNEM37	127.5	0.0	0.0
ARCTICS1A	289.6	8.2	2.8
ARCTICS1B1	16.7	2.0	11.9
ARONCA15	376.8	24.1	6.4
ARONCA58	347.4	16.7	4.8

Note: See following page for coding.

NOTE: Other XX refers to all general aviation aircraft belonging to manufacturer/model groups of fewer than 20 aircraft in size for aircraft XX where XX stands for

01 Fixed wing piston, 1 engine, 1-3 seats.
02 Fixed wing piston, 1 engine, 4+ seats.
03 Fixed wing piston, 2 engines, 1-6 seats.
04 Fixed wing piston, 2 engines, 7+ seats.
05 Fixed wing piston, other.
06 Fixed wing turboprop, 2 engines, 1-12 seats.
07 Fixed wing turboprop, 2 engines, 13+ seats.
08 Fixed wing turboprop, other.
09 Fixed wing turbojet, 2 engines.
10 Fixed wing turbojet, other.
11 Rotorcraft, piston.
12 Rotorcraft, turbine.
13 Other aircraft.

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1978 (2 of 12)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
ARONCA65	356.5	22.6	6.3
ARONCAC3	69.6	20.4	29.4
AYRES S2	2456.3	533.8	21.7
BAC 111	239.9	26.2	10.9
BAG DH125	5.9	0.8	7.6
BALWKSFIREFY	34.0	5.2	15.3
BEECH 100	583.2	90.5	15.5
BEECH 17	392.5	20.5	5.2
BEECH 18	7660.4	1309.9	17.1
BEECH 200	263.1	43.4	16.5
BEECH 23	4326.7	571.5	13.2
BEECH 33	3794.3	950.6	25.1
BEECH 35	49040.3	15735.4	32.1
BEECH 36	1117.1	140.6	12.6
BEECH 45	1586.3	111.6	7.0
BEECH 50	1918.3	139.6	7.3
BEECH 55	4574.3	458.1	10.0
BEECH 56	127.3	7.5	5.9
BEECH 58	933.8	135.9	14.6
BEECH 60	345.1	33.4	9.7
BEECH 65	763.9	86.2	11.3
BEECH 76	7.4	0.9	12.6
BEECH 80	1082.6	102.6	9.5
BEECH 90	2094.3	260.4	12.4
BEECH 95	1691.2	342.8	20.3
BEECH 99	1486.1	142.2	9.6
BELL 206	720.0	22.5	3.1

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1978 (3 of 12)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
BELL 206	3841.9	818.2	21.3
BELL 212	315.7	61.5	19.5
BELL 47	6901.7	466.1	6.8
BLANCA11	1503.7	147.6	9.8
BLANCA1413	476.0	10.5	2.2
BLANCA1419	498.8	40.0	8.0
BLANCA17	1056.9	82.1	7.8
BLANCA7	12348.3	1067.7	8.6
BLANCA8	207.7	34.6	16.7
BNORM BN2	542.8	86.3	15.9
BOEING707	3149.0	105.6	3.4
BOEING720	620.6	25.5	4.1
BOEING727	2957.5	0.0	0.0
BOEING737	36.1	0.0	0.0
BOEING75	7954.1	993.7	12.5
BOEING817	132.0	8.3	6.3
BOLKMS105	136.7	15.7	11.5
BRASOV1528	6.0	0.7	11.7
BRWSTRFLEET2	75.0	5.1	6.8
BRWSTRFLEET7	74.2	3.4	4.6
CAMRONMODEL0	3.5	0.5	12.8
CESSNA120	2744.5	232.4	8.5
CESSNA140	6010.3	483.9	8.1
CESSNA150	55428.7	7570.6	13.7
CESSNA170	6494.7	442.2	6.8
CESSNA172	33798.3	3981.3	11.8
CESSNA175	2596.8	147.3	5.7

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1978 (4 of 12)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
CESSNA177	2983.7	297.6	10.0
CESSNA180	7532.8	1303.9	17.3
CESSNA182	22582.4	2212.1	9.8
CESSNA185	1809.4	290.0	16.0
CESSNA188	2484.8	322.4	13.0
CESSNA190	203.3	8.4	4.1
CESSNA195	1455.6	153.5	10.5
CESSNA206	3759.2	576.0	15.3
CESSNA207	347.7	63.9	18.4
CESSNA210	6923.2	722.7	10.4
CESSNA305	1473.3	133.2	9.0
CESSNA310	8081.9	1063.0	13.2
CESSNA320	996.7	153.7	15.4
CESSNA336	185.1	8.2	4.4
CESSNA337	1836.7	170.9	9.3
CESSNA340	500.2	95.0	19.0
CESSNA401	751.8	45.5	6.0
CESSNA402	1151.8	303.4	26.3
CESSNA404	59.6	8.5	14.2
CESSNA411	662.1	87.5	13.2
CESSNA414	524.2	77.3	14.7
CESSNA421	1742.7	617.9	35.5
CESSNA500	634.5	112.4	17.7
CESSNAT50	185.7	1.1	4.4
CESSNAUC77	40.6	1.5	3.7
CESSNAUC94	88.5	4.4	5.0
COMMTH185	32.3	2.1	6.5

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1978 (5 of 12)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
CONAERLA4	192.5	16.4	8.5
CURTISC46	908.1	95.3	10.5
CURTISJR	21.7	3.5	15.9
CURTISROBIN	37.8	1.7	4.5
CURTISTRVAIR	543.4	28.0	5.2
CVAC 22	1244.9	27.6	2.2
CVAC 240	1177.9	70.4	6.0
CVAC 340	541.7	73.3	13.5
CVAC 440	435.3	48.6	11.2
CVAC BT13	303.3	25.0	8.2
CVAC L13	14.7	2.2	14.7
CVAC STC580	592.5	70.0	11.8
DART G	24.9	1.1	4.3
DHAV DHC2	2411.5	70.4	2.9
DHAV DHC3	115.5	7.1	6.1
DHAV DHC6	1535.7	364.4	23.7
DHAVXXDH82	333.6	24.8	7.4
DOUG A26	170.3	23.9	14.0
DOUG DC3	11789.2	1667.6	14.1
DOUG DC4	1997.4	75.5	3.8
DOUG DC6	3498.6	153.7	4.4
DOUG DC7	1199.9	46.8	3.9
DOUG DC8	1804.4	112.1	6.2
DOUG DC9	403.0	54.7	13.6
EIRVON20	8.3	0.5	5.7
ERAIR MAI	27.4	2.8	10.3
ENSTRMF28	273.3	22.5	8.2

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1978 (6 of 12)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
FLEET 16B	41.0	4.3	10.6
FRCHLD24	530.4	23.0	4.3
FRCHLDC119	192.8	3.9	2.0
FRCHLDF27	470.3	38.2	8.1
FRCHLDFH1100	187.8	22.7	12.1
FRCHLDM62	386.3	25.4	6.6
GLASFL201	12.2	2.4	20.0
GLASFLM301	161.1	50.4	31.3
GROB ASTIR	5.5	0.4	6.8
GRTLKS2T1	76.0	17.1	22.5
GRUMANTBM	66.7	3.8	5.7
GRUMAVAA1	666.1	71.2	10.7
GRUMAVAA5	806.4	189.9	23.5
GRUMAVG164	1259.4	142.2	11.3
GULSTMAA1	825.0	36.0	4.4
GULSTMAA5	589.8	63.1	10.7
GULSTMG1159	502.8	30.3	6.0
GULSTMG159	1337.4	40.8	3.1
GULSTMG164	2287.3	269.2	11.8
GULSTMG21	830.7	64.6	7.8
GULSTMG44	413.7	36.9	8.5
GULSTMG73	277.6	10.7	3.9
GULSTMGA7	5.6	0.5	8.0
HELIO H250	50.4	2.4	4.8
HELIO H295	163.9	9.6	5.8
HELIO H391	61.3	6.4	10.5
HELIO H395	52.5	4.9	9.4

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1978 (7 of 12)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
MILLERUH12	3444.9	321.3	9.3
HUGHES269	1370.3	281.7	20.6
HUGHES369	549.5	93.8	17.1
MMKSLYDH104	296.6	30.5	10.3
MMKSLYDH114	1008.1	34.7	3.4
MMKSLYDH125	580.4	57.1	9.8
HYNES B2	136.3	5.6	4.1
INTRCP200	160.3	45.2	28.2
ISRAEL1121	426.7	44.4	10.4
ISRAEL1123	35.0	2.9	8.2
ISRAEL1124	32.0	4.2	13.0
JBMSTRDGA15	128.7	5.3	4.1
LAIKFN10	26.4	2.0	7.6
LEAR 23	367.5	15.0	4.1
LEAR 24	722.2	128.6	17.8
LEAR 25	568.0	160.3	28.2
LEAR 35	185.1	39.5	21.4
LET L13	92.2	16.2	17.5
LKHEED12A	217.3	15.0	6.9
LKHEED1329	593.9	116.7	19.6
LKHEED18	494.4	73.1	14.8
LKHEED188	284.2	23.5	8.3
LKHEEDPV1	143.4	21.5	15.0
LKHEEDT33	324.7	17.8	5.5
LUSCOM8	5622.5	897.1	16.0
MARTIN404	925.3	49.4	5.3
MAULE M4	283.7	51.2	18.0

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1978 (8 of 12)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
MAULE M5	118.5	20.0	16.9
MCCULMJ2	8.6	1.3	15.0
MCLISHFUNA8	209.4	10.2	4.9
MEYERSOTW	93.8	4.2	4.5
MNCOUP90	116.9	5.1	4.4
MNMITEM18	146.0	6.8	4.6
MOONEYM20	9812.7	694.2	7.1
MORISY2150	65.4	4.5	6.9
MRCHTIS205	30.9	2.4	7.8
MTSBSIMU2	854.3	123.7	14.5
MULTECD16	136.0	4.7	3.5
NAMER 825	282.5	20.3	7.2
NAMER F51	187.2	12.6	6.7
NAMER NA260	158.7	15.1	9.5
NAMER T6	1974.7	56.9	2.9
NAVAL N3N	808.6	42.2	5.2
NAVIONNAVION	3050.0	322.6	10.6
ORLHELM19	160.0	4.6	2.9
PICARDAX6	26.3	5.5	20.8
PILATSB4	8.5	1.0	12.1
PIPER 600	98.6	9.5	9.6
PIPER J2	126.2	20.5	16.2
PIPER J3	11730.4	561.4	4.8
PIPER J4	521.2	30.4	5.8
PIPER J5	1019.5	47.1	4.6
PIPER PA12	2956.6	352.9	11.9
PIPER PA14	336.2	35.2	10.5

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1978 (9 of 12)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
PIPER PA15	287.5	13.4	4.7
PIPER PA16	754.3	30.1	4.0
PIPER PA17	217.6	7.5	3.5
PIPER PA18	6855.5	516.4	7.5
PIPER PA20	1109.7	138.0	12.4
PIPER PA22	12345.4	486.6	3.9
PIPER PA23	9805.1	882.0	9.0
PIPER PA24	7954.7	513.1	6.5
PIPER PA25	4082.9	265.2	6.5
PIPER PA28	34170.8	3093.0	9.1
PIPER PA30	3291.6	296.7	9.0
PIPER PA31	3327.3	415.7	12.5
PIPER PA31T	152.7	18.5	12.1
PIPER PA32	4222.9	520.7	12.3
PIPER PA34	1409.9	235.5	16.7
PIPER PA36	166.7	39.7	23.8
PIPER PA38	110.7	22.8	20.6
PRATT PRGL	15.1	1.3	8.7
PROPJT200	63.4	4.1	6.5
RANKIN65	184.8	15.1	8.2
RAVEN RX6	12.7	4.4	34.4
RAVEN S50	21.7	1.3	5.8
RAVEN S55	38.5	4.0	10.3
RKWELL112	413.5	101.5	24.5
RKWELL500	1337.6	139.3	10.4
RKWELL520	225.0	14.1	6.3
RKWELL560	679.8	75.2	11.1

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1978 (10 of 12)

CONTINUED

MANUFACTUREK / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
RKWELL68U	2229.1	248.1	11.1
RKWELL68UTP	382.8	35.9	9.4
RKWELL690TP	355.1	161.0	45.3
RKWELLNA265	868.7	159.5	18.4
ROLSCHLS	8.8	0.9	10.8
RYAN ST3	399.9	12.9	3.2
RYAN STA	54.3	6.6	12.1
SCHLERASW15	22.2	0.7	3.2
SCHLERASW19	4.7	0.3	7.4
SCHLERASW20	2.0	0.2	10.8
SCHLERK8	20.1	1.4	6.8
SCHLERKA6	63.1	2.2	3.4
SCTAIVB206	63.6	4.8	7.6
SCTAIVHP137	94.7	34.3	36.3
SCWZERSG1	470.8	66.2	14.1
SCWZERSG2	725.4	96.2	13.3
SCWZERTG3A	22.3	1.7	7.7
SEMCO CLNGER	3.5	0.3	8.5
SEMCO MODELT	6.1	0.7	11.3
SKRSKYS55	453.3	21.4	4.7
SKRSKYS58	295.5	11.0	3.7
SKRSKYS58T	90.0	6.5	7.2
SLINDS100	422.0	22.0	5.2
SMITH 600	355.2	51.8	14.6
SNIAS SA318	166.0	24.7	14.9
SOCATAMS894	23.7	2.3	9.7
SPHRTHCIRRUS	63.0	8.0	12.6

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1978 (11 of 12)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
SPHRTHNIMBUS	11.9	1.1	9.2
STNSONL0	447.5	245.8	54.9
STNSONL5	297.9	27.8	9.3
STNSONSR9	82.9	6.8	8.2
STOL4MRG3	253.8	18.8	7.4
SUPAC LA	150.3	5.2	3.5
SUPAC V	21.6	1.2	5.4
SWRNGNSA22O	176.8	29.3	16.5
SWRNGNSA2O	446.0	78.1	17.5
TCRAFKD	846.9	58.4	6.9
TCRAFTL9	46.3	11.5	24.8
TCRAFTA	46.0	3.8	8.3
TCRAFTBL	4116.5	525.0	12.8
TCRAFTBF	83.2	5.1	6.2
TCRAFTBL	583.2	22.7	3.9
TEMCO 11A	47.3	3.5	7.4
THUNDRAX7	3.0	0.4	13.2
TRYTEKK	35.2	2.2	6.3
UNIVACGC1	1167.8	37.3	3.2
UNIVAR108	4494.9	382.9	8.5
UNIVAR415	4190.3	340.1	8.1
VICKER745	390.0	23.4	6.0
WACO ASO	114.0	14.4	12.7
WACO GXE	31.9	2.1	6.6
WACO R	57.0	2.9	5.1
WACO U	56.7	1.6	2.8
WACO UPF7	518.7	10.4	2.0

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1978 (12 of 12)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
WACO YK	123.6	6.7	5.4
WOODHM65	774.1	76.8	9.9
WTHRLY201	86.9	20.3	23.3
TOTAL AIRCRAFT	544281.	18937.6	3.5

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/ MODEL GROUP - CY 1978 (1 of 3)

ENGINE MANUF/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
ALLSN 250C	1521	2.9	98.1	638	12.1
ALLSN 501D	173	4.5	93.1	584	6.2
ARSRCHTPE731	34	0.0	100.0	723	19.4
ARSRCHTPE331	771	2.7	95.1	394	6.5
CONT 6285	196	6.7	94.6	203	27.1
CONT A40	52	35.8	39.5	16	23.7
CONT A50	21	21.2	67.4	74	20.3
CONT A65	5912	5.7	57.5	100	28.9
CONT A75	1417	10.1	63.1	67	25.4
CONT A80	5	122.0	6.7	42	29.9
CONT C125	284	6.5	64.6	85	21.0
CONT C145	2158	6.7	88.2	85	28.9
CONT C85	4041	6.5	61.5	63	9.1
CONT C90	1780	8.7	64.8	80	11.5
CONT E185	2083	8.1	92.5	147	12.8
CONT E225	1393	13.5	85.1	94	14.9
CONT O200	14949	3.4	91.8	232	11.6
CONT O300	10818	3.5	95.8	103	10.8
CONT O346	353	0.0	100.0	66	40.4
CONT O360	3605	4.1	97.6	159	8.7
CONT O470	25403	2.0	94.1	168	6.6
CONT O520	21820	1.2	95.9	270	4.7
CONT R670	584	6.1	58.9	146	26.9
DHAVXXGIPSY	37	41.2	29.0	38	11.0
FCD 6440	177	8.3	46.2	76	9.8
FRNKLN4AC150	4	113.0	15.7	69	20.7
FRNKLN4AC176	49	52.3	23.3	62	13.9
FRNKLN4AC199	42	19.8	23.9	26	17.3
FRNKLN6A4150	546	17.3	47.2	59	10.2
FRNKLN6A4165	949	10.4	72.8	150	50.7
FRNKLN6V4	99	31.0	47.9	223	25.0
FRNKLN6V6245	3	89.7	14.0	25	34.8
GE CF700	365	2.0	97.5	507	6.1
GE CJ610	922	3.3	93.5	484	8.3
GE CJ805	54	5.8	64.3	500	5.7
GE CJ805F	12	0.0	60.0	157	16.9
GE CT58	31	7.3	92.8	1187	13.2
GLADEWK5	24	33.4	55.6	19	19.7
GLADEWK5	90	9.2	45.1	46	10.7
JACOBPR755	284	12.6	61.6	176	21.0

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/ MODEL GROUP - CY 1978 (2 of 3)

ENGINE MANUF/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
JACOBSR755	262	20.0	61.0	101	13.1
JACOBSR915	8	139.0	9.7	25	41.8
LYC 0145	342	8.7	38.8	55	10.0
LYC 0235	6396	4.7	80.4	200	15.4
LYC 0290	2455	7.5	71.8	69	13.0
LYC 0320	34445	1.9	94.5	182	10.4
LYC 0340	108	5.6	79.4	84	11.2
LYC 0360	21797	2.2	95.3	188	11.1
LYC 0435	1238	5.4	74.5	261	16.2
LYC 0480	1613	3.0	91.1	232	10.8
LYC 0540	17732	1.4	93.1	274	5.6
LYC 0541	1030	1.4	98.4	222	6.8
LYC 0720	174	9.2	91.9	439	32.5
LYC R680	245	12.4	35.0	72	23.7
LYC T53	66	0.0	100.0	544	8.8
MCCULHO100	177	14.5	36.0	27	13.5
MRASCOC4	4	91.5	17.3	38	31.2
PCKARDV1650	54	12.3	46.1	60	11.6
PWA JT12	531	2.8	95.9	495	4.6
PWA JT15	357	0.0	100.0	518	12.0
PWA JT3C	60	8.6	75.2	320	6.8
PWA JT3D	351	8.1	74.3	1519	8.2
PWA JT4	83	15.4	44.3	983	6.9
PWA JT8	267	23.9	58.2	653	15.3
PWA JT9	48	0.0	100.0	361	13.6
PWA PT6	2814	1.3	98.8	580	5.8
PWA PT6T	135	2.7	98.0	870	9.2
PWA R1340	1700	4.0	83.4	456	14.3
PWA R1830	354	23.8	53.5	290	15.8
PWA R2000	96	4.5	61.3	247	12.6
PWA R2800	541	4.2	57.3	267	6.0
PWA R985	2927	8.5	63.2	305	19.4
RROYCEDART	468	2.3	85.1	566	4.9
RROYCEGIPSY	49	7.0	57.7	1069	4.4
RROYCESPEY	341	0.0	100.0	490	3.7
RROYCEVIPER	221	3.0	96.1	398	7.4
THECA ARTST3	72	0.0	100.0	489	13.8
THECA AST14T	24	7.6	86.0	904	20.0
THECA AST2T	19	46.8	52.2	349	9.3
THECA AST3T	34	0.0	100.0	430	9.8
WARNER165	69	13.7	48.9	46	16.9

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/ MODEL GROUP - CY 1978 (3 of 3)

ENGINE MANUF/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
WARNER185	2	128.1	7.8	10	0.0
WARNER50	51	14.6	27.1	37	7.0
WRIGHTJ5	12	27.2	39.9	30	22.2
WRIGHTR1820	277	6.3	64.1	85	11.1
WRIGHTR2600	94	5.7	52.8	95	10.0
WRIGHTR3350	15850	10.6	52.3	137	36.4
WRIGHTR760	34	21.8	32.8	71	22.7
WRIGHTR975	3	232.6	4.0	63	23.1
ALL ENGINES	225503	0.0	85.5	216	2.4

NOTE: ENGINE MANUFACTURER/MODEL GROUPS FOR WHICH SEPARATE ESTIMATES ARE NOT AVAILABLE ARE NOT LISTED IN THE TABLE, BUT ARE INCLUDED IN THE "ALL ENGINES" ESTIMATES.

TABLE 2-18 GENERAL AVIATION FUEL CONSUMED BY TYPE OF AIRCRAFT - CY 1978

AIRCRAFT TYPE	MEAN RATE GPH	ESTIMATED FUEL USE(MIL GAL)	STANDARD ERROR(MIL GAL)
FIXED WING			
PISTON			
1 ENG 1-3 SEATS	8.18	82.74	4.7
1 ENG 4+ SEATS	11.03	195.81	11.0
TOTAL 1 ENG	10.00	278.55	12.0
2 ENG 1-6 SEATS	28.54	96.69	6.5
2 ENG 7+ SEATS	40.78	99.45	7.9
TOTAL 2 ENG	32.25	196.14	10.2
OTHER PISTON	287.61	29.77	2.3
TOTAL PISTON	14.82	504.46	15.9
TURBOPROP			
2 ENG 1-12 SEATS	75.84	72.79	3.8
2 ENG 13+ SEATS	178.77	111.22	11.5
TOTAL 2 ENG	116.32	184.01	12.1
OTHER TURBOPROP	252.13	6.15	1.0
TOTAL TURBOPROP	118.38	190.15	12.1
TURBOJET			
2 ENG	302.32	307.97	14.7
OTHER	1216.19	213.47	36.9
TOTAL TURBOJET	436.63	521.45	39.7
TOTAL FIXED WING	33.01	1216.07	44.5
ROTORCRAFT			
PISTON	15.40	12.42	1.2
TURBINE	36.12	51.34	5.1
TOTAL ROTORCRAFT	28.62	63.76	5.3
OTHER	3.21	1.08	0.2
TOTAL AIRCRAFT	32.50	1280.91	44.8
TOTAL JET FUEL	180.72	762.94	41.9
TOTAL AVIATION GASOLINE	14.72	517.97	15.9

APPENDIX A1. FIRST MAILING COVER LETTER

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20591

March 8, 1979

Dear Aircraft Owner:

The Federal Aviation Administration is conducting its second annual General Aviation Activity and Avionics Survey. The first survey which was conducted in 1978 provided much valuable information for use by the FAA and the public.

This survey is being mailed to owners of a random sample of about 15 percent of all general aviation aircraft. Because the sample is random, it is possible that more than one of your aircraft may be selected or that your aircraft may be selected in two successive sample cycles. This may happen in particular when there are a small number of aircraft in a sampling cell; but, in general, it is unlikely that your aircraft would be selected for the survey every year. When more than one of your aircraft are selected, you will find a separate questionnaire provided for each aircraft. Please answer all questions for the aircraft identified. If you cannot determine precisely an answer to a question, please make your best estimate. If the aircraft was not in use during the year (e.g., in storage, dismantled, etc.), complete the questionnaire indicating it was inactive and provide other information requested. If your aircraft is operated principally by another (leased, etc.), please obtain the necessary information from the operator or forward these materials to that person or firm for completion.

Because this survey is based on a sample of GA aircraft, your response is especially important to the accuracy of the results. The data gathered from this survey will be used only to produce summary statistics and not to disclose individual operations nor to make changes to your aircraft records.

Please return this questionnaire in the enclosed self-addressed, postpaid envelope within 10 days. A prompt response will eliminate the need for additional follow-up contacts and thus enhance the savings associated with the survey. A continued high response rate, as we received in last year's survey, will ensure the use of statistical sampling methods in lieu of a mandatory reporting system. We appreciate your cooperation.

Sincerely,

F. C. OSGOOD
Chief, Information and Statistics Division, AMS-200

Enclosure

APPENDIX A2. SECOND MAILING COVER LETTER

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20591

April 9, 1979

Dear Aircraft Owner:

In March, the Federal Aviation Administration sent aircraft owners a questionnaire as part of its program to gather statistical information on the use and characteristics of the general aviation fleet.

You were one of the aircraft owners selected at random to receive a questionnaire. As of this date, we have not received a response from you. In the event the survey questionnaire has been lost or misplaced, another copy is enclosed for your convenience in responding. A prompt response will eliminate the need for additional follow-up contacts. If you have already responded, please disregard this notice. We appreciate your cooperation.

Sincerely,

F. C. OSGOOD
Chief, Information and Statistics Division, AMS-200

Enclosure

APPENDIX A3. SURVEY QUESTIONNAIRE

CONTROL NUMBER

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

GENERAL AVIATION ACTIVITY and AVIONICS SURVEY

(As of December 31, 1978)

Form Approved
OMB No. 04-R0185

This report is authorized by Section 311 of the Federal Aviation Act of 1958 as amended. While you are not required to respond, your cooperation is needed to make the results of this survey comprehensive, accurate and timely. *Information collected in this survey will be used for statistical purposes only and not to disclose individual aircraft activity.*

2 ☐ X here if you operate your aircraft principally as an air carrier (under FAR 121 or 127). If so, DO NOT complete remainder of form. However please return to address shown below. ▼

3 AIRCRAFT CHARACTERISTICS

N

INSTRUCTIONS Please answer questions for the aircraft identified at right.
Mail the completed questionnaire in the enclosed postage paid envelope to

Federal Aviation Administration
P.O. Box 26045
Oklahoma City, Oklahoma 73126

4 What were the total lifetime airframe hours as of December 31, 1978? ..... HOURS

5 Was aircraft flown in Calendar Year 1978? *(Check one)*
1 ☐ Yes 2 ☐ No *(Skip to question 10)*

6 *Did you own this aircraft for the entire* year of 1978?
1 ☐ Yes 2 ☐ No
If "No," include previous owner's hours for 1978 in your estimates below.

7 HOURS FLOWN DURING CALENDAR YEAR 1978 — HOURS

EXECUTIVE Corporate flying with professional crew ..... a	
BUSINESS All non-executive flying for business reasons ..... b	
PERSONAL Individual flying for personal reasons c	
AERIAL APPLICATION Agriculture, health, forestry ..... d	
INSTRUCTIONAL Flying with or under supervision of a flight instructor ..... e	
AIR TAXI All Part 135 passenger, cargo, and mail operations, including charter ..... f	
INDUSTRIAL/SPECIAL Patrol, survey, photo, hoist, etc. Other than Part 135 ..... g	
AIRCRAFT RENTAL, BUSINESS Commercial flying club, leased and rental aircraft activity ..... h	
OTHER R&D, government, air show, sales, parachuting, etc i	

8 Was this aircraft flown on an Instrument Flight Plan in 1978? 1 ☐ Yes 2 ☐ No — IFR HOURS
If "Yes," how many hours were flown on an Instrument Flight Plan? .....

9 Estimate of this aircraft's average rate of fuel consumption *(gal./hr.)* during 1978 *(Report whole gals. only)* — GAL./HR.

10 State *(Abbreviation)* or foreign country in which aircraft was based as of December 31, 1978 — STATE

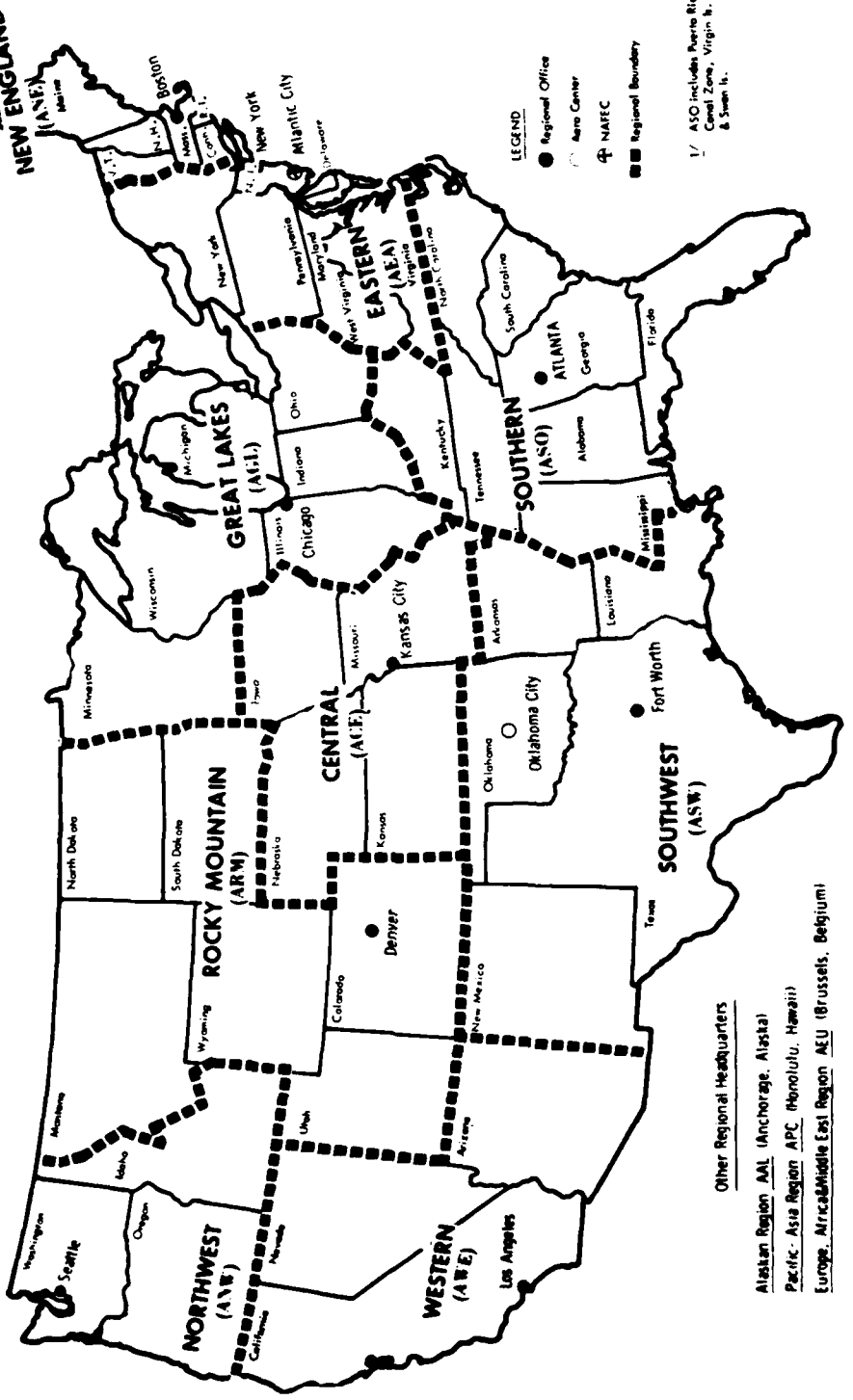
11 AVIONICS EQUIPMENT CAPABILITY *("X" ALL boxes that reflect this aircraft's current capability. If none, check the last box in each group.)*

VHF COMMUNICATIONS EQUIPMENT	"X"
VHF Communications System	
360 Channels or less ..... a	☐
720 Channels or more ..... b	☐
More than one comm. system c	☐
No VHF Communications Equipment ..... d	☐
TRANSPONDER EQUIPMENT	
4096 Code ..... e	☐
Altitude Encoding Equipment ..... f	☐
No Transponder Equipment ..... g	☐
NAVIGATION EQUIPMENT	
VOR Receiver	
100 Channels ..... h	☐
200 Channels i	☐
More than one VOR Receiver ..... j	☐
Automatic Direction Finder (ADF) ..... k	☐
Distance Measuring Equipment (DME) l	☐
Area Navigation Equipment (RNAV) ..... m	☐
Long Range Nav. (Doppler, INS, Other) ..... n	☐
Automatic Pilot ..... o	☐
Radar Altimeter ..... p	☐
Weather Radar ..... q	☐
No Navigation Equipment ..... r	☐
ILS RECEIVING EQUIPMENT	
Localizer ..... s	☐
Marker Beacon ..... t	☐
Glide Slope ..... u	☐
Microwave Landing System v	☐
No ILS Receiving Equipment ..... w	☐

THANK YOU FOR YOUR COOPERATION

FAA Form 1800-54 (11-78) Supersedes previous edition

APPENDIX B. FAA REGIONAL BOUNDARIES



Census of U.S. Civil Aircraft Calendar Year 1978, (1979), p. vii.

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE

FAA	SDR
8680207	AEROSPSA316
8680209	AEROSPSA316
8680513	AEROSPSA316
8680605	AEROSPSA316
8680615	AEROSPSA316
8680610	AEROSPSA341
1181414	AGUSTA205
0144202	AIRPTSA
0144204	AIRPTSA
0144206	AIRPTSA
1850102	AIRPTSA
1850104	AIRPTSA
1850106	AIRPTSA
1850108	AIRPTSA
1850110	AIRPTSA
1850112	AIRPTSA
1850114	AIRPTSA
1850116	AIRPTSA
1850118	AIRPTSA
1850120	AIRPTSA
1850122	AIRPTSA
4570424	AIRPTSA
4570602	AIRPTSA
4570604	AIRPTSA
4570606	AIRPTSA
4570608	AIRPTSA
4570610	AIRPTSA
4570612	AIRPTSA
4570614	AIRPTSA
4570616	AIRPTSA
4570618	AIRPTSA
4570620	AIRPTSA
4570622	AIRPTSA
4570624	AIRPTSA
0440102	AIRSPC18
0440104	AIRSPC18
9200202	AIRSPC18
0390101	AIRTRCAT300
0390103	AIRTRCAT300
0390104	AIRTRCAT300
*FALC10	AMD FALC10
2730101	AMD FALC10
*FALC20	AMD FALC20
2720302	AMD FALC20
2720303	AMD FALC20
2720304	AMD FALC20
2720305	AMD FALC20
2720306	AMD FALC20
2730103	AMD FALC20
8141617	ARCHNEH37
8142801	ARCHNEH37
1850202	ARCTICS1A
1850201	ARCTICS1A
1850206	ARCTICS1A
1850208	ARCTICS1A
1850210	ARCTICS1A
1850212	ARCTICS1A
1850214	ARCTICS1A
1850216	ARCTICS1A
1850302	ARCTICS1B1
1850304	ARCTICS1B1
1850306	ARCTICS1B1
1850308	ARCTICS1B1
1850310	ARCTICS1B1
1850312	ARCTICS1B1
0191202	ARONCA15
0191204	ARONCA15
0191002	ARONCA58
0191004	ARONCA58
0191006	ARONCA58
0191008	ARONCA58
0191010	ARONCA58
0191012	ARONCA58
0190708	ARONCA65
0190710	ARONCA65
0190802	ARONCA65
0190802	ARONCA65
0190902	ARONCA65
0190904	ARONCA65
0190906	ARONCA65
0190908	ARONCA65
0190910	ARONCA65
0190912	ARONCA65
0190914	ARONCA65
0190916	ARONCA65
0190918	ARONCA65
0191014	ARONCA65
0191016	ARONCA65
0190302	ARONCAC3
0190304	ARONCAC3
0143010	AYRES S2
0143012	AYRES S2
0143022	AYRES S2
0970101	AYRES S2
0970106	AYRES S2
7630202	AYRES S2
7630203	AYRES S2
8380202	AYRES S2
8380204	AYRES S2
8380206	AYRES S2
8380302	AYRES S2
8380306	AYRES S2
1480202	BAC 111
1480204	BAC 111
1480208	BAC 111
1480210	BAC 111
1480218	BAC 111
1480221	BAC 111
1480264	BAC 111
1480268	BAC 111
1480270	BAC 111
1480273	BAC 111
1480277	BAC 111
1480283	BAC 111
4230170	BAG DH125
1050100	BALWKSFIREFY
1050101	BALWKSFIREFY
1050103	BALWKSFIREFY
1050104	BALWKSFIREFY
1050106	BALWKSFIREFY
1050107	BALWKSFIREFY
1152915	BEECH 100
1152916	BEECH 100
1152917	BEECH 100
1152919	BEECH 100
1150502	BEECH 17
1150504	BEECH 17
1150506	BEECH 17
1150508	BEECH 17
1150510	BEECH 17
1150512	BEECH 17
1150514	BEECH 17
1150516	BEECH 17
1150518	BEECH 17
1150520	BEECH 17
1150522	BEECH 17
1150524	BEECH 17
1150526	BEECH 17
1150528	BEECH 17
1150530	BEECH 17
1150532	BEECH 17
1150534	BEECH 17
1150536	BEECH 17
1150538	BEECH 17
1150540	BEECH 17
1150542	BEECH 17
1150544	BEECH 17
1150546	BEECH 17
1150548	BEECH 17
1150550	BEECH 17
1150552	BEECH 17
1150554	BEECH 17
1150556	BEECH 17
1150558	BEECH 17
1150560	BEECH 17
1150562	BEECH 17
1150564	BEECH 17
1150202	BEECH 18
1150204	BEECH 18
1150602	BEECH 18
1150604	BEECH 18
1150702	BEECH 18
1150704	BEECH 18
1150706	BEECH 18
1150708	BEECH 18
1150710	BEECH 18
1150712	BEECH 18
1150802	BEECH 18
1150804	BEECH 18
1150806	BEECH 18
1150808	BEECH 18
1150902	BEECH 18
1150904	BEECH 18
1150906	BEECH 18
1150907	BEECH 18
1150908	BEECH 18
1150909	BEECH 18
1150910	BEECH 18
1150911	BEECH 18
1150911	BEECH 18
1150912	BEECH 18
1150913	BEECH 18
1150914	BEECH 18

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
1150916	BEECH 18
1150918	BEECH 18
1150920	BEECH 18
1150922	BEECH 18
1150924	BEECH 18
1150926	BEECH 18
1150928	BEECH 18
1150930	BEECH 18
1150932	BEECH 18
1151002	BEECH 18
1151004	BEECH 18
1151006	BEECH 18
1151007	BEECH 18
1151008	BEECH 18
1151009	BEECH 18
1151010	BEECH 18
1151011	BEECH 18
1151012	BEECH 18
1151013	BEECH 18
1151014	BEECH 18
1151015	BEECH 18
1151016	BEECH 18
1151018	BEECH 18
1151019	BEECH 18
1151020	BEECH 18
1151021	BEECH 18
1151022	BEECH 18
1151023	BEECH 18
1151024	BEECH 18
1151026	BEECH 18
1151040	BEECH 18
1151042	BEECH 18
1151044	BEECH 18
1151046	BEECH 18
1151048	BEECH 18
1151050	BEECH 18
1151102	BEECH 18
1152920	BEECH 200
1151202	BEECH 23
1151204	BEECH 23
1151208	BEECH 23
1151212	BEECH 23
1151214	BEECH 23
1151215	BEECH 23
1151216	BEECH 23
1151226	BEECH 23
1151230	BEECH 23
1151240	BEECH 23
1151242	BEECH 23
1151250	BEECH 23
1151252	BEECH 23
1151253	BEECH 23
1151254	BEECH 23
1151402	BEECH 33
1151404	BEECH 33
1151406	BEECH 33
1151408	BEECH 33
1151410	BEECH 33
1151414	BEECH 33
1151418	BEECH 33
1151422	BEECH 33
1151423	BEECH 33
1151424	BEECH 33
1151425	BEECH 33
1151432	BEECH 33
1151434	BEECH 33
1151435	BEECH 33
1151502	BEECH 35
1151504	BEECH 35
1151506	BEECH 35
1151508	BEECH 35
1151510	BEECH 35
1151512	BEECH 35
1151514	BEECH 35
1151516	BEECH 35
1151518	BEECH 35
1151520	BEECH 35
1151522	BEECH 35
1151524	BEECH 35
1151526	BEECH 35
1151528	BEECH 35
1151530	BEECH 35
1151532	BEECH 35
1151538	BEECH 35
1151540	BEECH 35
1151544	BEECH 35
1151546	BEECH 35
1151548	BEECH 35
1151550	BEECH 35
1151602	BEECH 36
1151604	BEECH 36
1151605	BEECH 36
1151606	BEECH 36
1151607	BEECH 36
1152002	BEECH 45
1152004	BEECH 45
1152006	BEECH 45
1152008	BEECH 45
1152010	BEECH 45
1152012	BEECH 45
1152013	BEECH 45
1152014	BEECH 45
1152015	BEECH 45
1152016	BEECH 45
1152502	BEECH 50
1152504	BEECH 50
1152506	BEECH 50
1152508	BEECH 50
1152510	BEECH 50
1152512	BEECH 50
1152514	BEECH 50
1152516	BEECH 50
1152518	BEECH 50
1152520	BEECH 50
1152522	BEECH 50
1152524	BEECH 50
1152526	BEECH 50
1152528	BEECH 50
1152530	BEECH 50
1152532	BEECH 50
1152534	BEECH 50
1152536	BEECH 50
1152702	BEECH 55
1152704	BEECH 55
1152706	BEECH 55
1152708	BEECH 55
1152728	BEECH 55
1152729	BEECH 55
1152730	BEECH 55
1152732	BEECH 55
1152736	BEECH 56
1152738	BEECH 56
1152740	BEECH 58
1152744	BEECH 58
1152746	BEECH 58
1153602	BEECH 60
1153604	BEECH 60
1153605	BEECH 60
1152802	BEECH 65
1152803	BEECH 65
1152804	BEECH 65
1152805	BEECH 65
1153005	BEECH 76
1152806	BEECH 80
1152807	BEECH 80
1152808	BEECH 80
1152809	BEECH 80
1152812	BEECH 80
1152814	BEECH 80
1153010	BEECH 80
1152902	BEECH 90
1152908	BEECH 90
1152912	BEECH 90
1152914	BEECH 90
1153409	BEECH 90
1153402	BEECH 95
1153404	BEECH 95
1153406	BEECH 95
1153408	BEECH 95
1153410	BEECH 95
1153802	BEECH 99
1154002	BEECH 99
1154004	BEECH 99
1181402	BELL 204
1181404	BELL 204
1181405	BELL 204
1181406	BELL 204
1181408	BELL 204
1181406	BELL 204
1181409	BELL 204
1181410	BELL 204
1181411	BELL 204
1181502	BELL 206
1181503	BELL 206
1181504	BELL 206
1181508	BELL 206
1181510	BELL 206
1181511	BELL 206
1181512	BELL 206
1181522	BELL 206
1181579	BELL 206
1181490	BELL 212
1180602	BELL 47

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
1180603	BELL 47
1180604	BELL 47
1180606	BELL 47
1180702	BELL 47
1180704	BELL 47
1180802	BELL 47
1180804	BELL 47
1180806	BELL 47
1180808	BELL 47
1180810	BELL 47
1180811	BELL 47
1180812	BELL 47
1180813	BELL 47
1180814	BELL 47
1180820	BELL 47
1180822	BELL 47
1180843	BELL 47
1180844	BELL 47
1180845	BELL 47
1180846	BELL 47
1180840	BELL 47
118084E	BELL 47
118084F	BELL 47
118084H	BELL 47
118084M	BELL 47
118084P	BELL 47
118084R	BELL 47
118084V	BELL 47
1180902	BELL 47
1180904	BELL 47
1181001	BELL 47
1181002	BELL 47
1181003	BELL 47
1181004	BELL 47
1181005	BELL 47
1181006	BELL 47
1181007	BELL 47
118100R	BELL 47
118100V	BELL 47
1181010	BELL 47
1181011	BELL 47
1181012	BELL 47
1181014	BELL 47
1181018	BELL 47
1181020	BELL 47
1181022	BELL 47
1181024	BELL 47
1181025	BELL 47
1181026	BELL 47
1181028	BELL 47
1181029	BELL 47
1181030	BELL 47
1181031	BELL 47
1181032	BELL 47
1181033	BELL 47
1181034	BELL 47
118103M	BELL 47
1181060	BELL 47
1181063	BELL 47
1181064	BELL 47
1181065	BELL 47
1181066	BELL 47
1181067	BELL 47
1181068	BELL 47
1181070	BELL 47
1181071	BELL 47
1181073	BELL 47
1181102	BELL 47
1181103	BELL 47
1181104	BELL 47
1181106	BELL 47
1181202	BELL 47
1181310	BELL 47
1181585	BELL 47
2390101	BELL 47
2390202	BELL 47
8930103	BELL 47
0191102	BLANCA11
0191104	BLANCA11
0191106	BLANCA11
0191108	BLANCA11
0191110	BLANCA11
0191112	BLANCA11
9140404	BLANCA11
9140408	BLANCA11
1201002	BLANCA1413
1201004	BLANCA1413
1201006	BLANCA1413
1201008	BLANCA1413
1220402	BLANCA1419
1220404	BLANCA1419
1220406	BLANCA1419
1220408	BLANCA1419
3080102	BLANCA1419
3080104	BLANCA1419
3080106	BLANCA1419
3080108	BLANCA1419
3080112	BLANCA1419
3080114	BLANCA1419
3080116	BLANCA1419
3080118	BLANCA1419
3080122	BLANCA1419
3080124	BLANCA1419
3080126	BLANCA1419
3080128	BLANCA1419
4580802	BLANCA1419
4580804	BLANCA1419
4580806	BLANCA1419
4580808	BLANCA1419
1220432	BLANCA17
1220433	BLANCA17
1220434	BLANCA17
1220435	BLANCA17
1220436	BLANCA17
1220437	BLANCA17
1220940	BLANCA17
0190107	BLANCA7
1220438	BLANCA7
1220460	BLANCA7
1220501	BLANCA7
1220601	BLANCA7
1220701	BLANCA7
2110102	BLANCA7
2110104	BLANCA7
2110106	BLANCA7
211010R	BLANCA7
2110110	BLANCA7
2110112	BLANCA7
2110114	BLANCA7
2110116	BLANCA7
2110118	BLANCA7
2110120	BLANCA7
2110122	BLANCA7
2110124	BLANCA7
2110126	BLANCA7
2110128	BLANCA7
2110130	BLANCA7
2110132	BLANCA7
2110134	BLANCA7
2110136	BLANCA7
2110138	BLANCA7
2110140	BLANCA7
2110142	BLANCA7
2110144	BLANCA7
2110146	BLANCA7
2110148	BLANCA7
2110150	BLANCA7
2110152	BLANCA7
2110154	BLANCA7
2110156	BLANCA7
211015R	BLANCA7
2110160	BLANCA7
2110162	BLANCA7
2110164	BLANCA7
2110166	BLANCA7
2110168	BLANCA7
2110170	BLANCA7
2110172	BLANCA7
2110174	BLANCA7
2110176	BLANCA7
21101M2	BLANCA7
21101M6	BLANCA7
21101MA	BLANCA7
21101MF	BLANCA7
21101ML	BLANCA7
21101MR	BLANCA7
21101MW	BLANCA7
21101N2	BLANCA7
21101N7	BLANCA7
21101N8	BLANCA7
21101NB	BLANCA7
21101NG	BLANCA7
21101NM	BLANCA7
21101NN	BLANCA7
21101NS	BLANCA7
21101NX	BLANCA7
21101P3	BLANCA7
21101PC	BLANCA7
21101PH	BLANCA7
21101PK	BLANCA7
21101PN	BLANCA7
21101PT	BLANCA7

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
21101PY	BLANCA7
1220801	BLANCA8
1220803	BLANCA8
2110612	BLANCA8
1520202	BNORM BN2
1520204	BNORM BN2
1520206	BNORM BN2
1520207	BNORM BN2
1520209	BNORM BN2
1520210	BNORM BN2
1520215	BNORM BN2
1520220	BNORM BN2
1520221	BNORM BN2
1520226	BNORM BN2
1520227	BNORM BN2
1383601	BOEING707
1383602	BOEING707
1383604	BOEING707
1383605	BOEING707
1383606	BOEING707
1383608	BOEING707
1383609	BOEING707
138360C	BOEING707
138360F	BOEING707
138360H	BOEING707
138360K	BOEING707
138360N	BOEING707
138360P	BOEING707
138360R	BOEING707
138360T	BOEING707
138360V	BOEING707
138360X	BOEING707
1383610	BOEING707
1383612	BOEING707
1383614	BOEING707
1383616	BOEING707
1383618	BOEING707
138361G	BOEING707
138365R	BOEING707
138365U	BOEING707
138365F	BOEING707
138365H	BOEING707
138365K	BOEING707
1383660	BOEING707
1383663	BOEING707
138366R	BOEING707
138366B	BOEING707
138366C	BOEING707
138366D	BOEING707
138366F	BOEING707
138366H	BOEING707
138366K	BOEING707
138366M	BOEING707
138366P	BOEING707
1383677	BOEING707
138367A	BOEING707
138367B	BOEING707
138367C	BOEING707
1383670	BOEING707
138367E	BOEING707
138367F	BOEING707
138367G	BOEING707
138367H	BOEING707
138367J	BOEING707
138367K	BOEING707
138367L	BOEING707
138367M	BOEING707
138367N	BOEING707
138367P	BOEING707
138367Q	BOEING707
138367R	BOEING707
138367S	BOEING707
138367T	BOEING707
138367U	BOEING707
138367V	BOEING707
138367W	BOEING707
138367X	BOEING707
138367Y	BOEING707
138368B	BOEING707
138368D	BOEING707
138368F	BOEING707
138368H	BOEING707
138368K	BOEING707
138368M	BOEING707
138369P	BOEING707
1383701	BOEING707
1383706	BOEING707
1383802	BOEING720
1383804	BOEING720
1383810	BOEING720
1383814	BOEING720
1383818	BOEING720
1383822	BOEING720
1383826	BOEING720
1383830	BOEING720
1383841	BOEING720
1383845	BOEING720
1383849	BOEING720
1383853	BOEING720
1383857	BOEING720
1383861	BOEING720
1383865	BOEING720
1383869	BOEING720
1383873	BOEING720
1383877	BOEING720
1384001	BOEING727
1384002	BOEING727
1384003	BOEING727
1384004	BOEING727
1384005	BOEING727
1384006	BOEING727
1384008	BOEING727
138400B	BOEING727
138400C	BOEING727
138400E	BOEING727
138400F	BOEING727
138400G	BOEING727
138400H	BOEING727
138400J	BOEING727
138400K	BOEING727
138400M	BOEING727
1384010	BOEING727
1384011	BOEING727
1384012	BOEING727
1384013	BOEING727
1384014	BOEING727
1384015	BOEING727
1384016	BOEING727
1384017	BOEING727
138401B	BOEING727
138401G	BOEING727
1384025	BOEING727
1384027	BOEING727
1384028	BOEING727
138402C	BOEING727
1384030	BOEING727
1384032	BOEING727
1384035	BOEING727
1384037	BOEING727
1384041	BOEING727
1384043	BOEING727
1384044	BOEING727
138404G	BOEING727
138404V	BOEING727
138404Z	BOEING727
1384056	BOEING727
1384057	BOEING727
138405B	BOEING727
1384059	BOEING727
1384063	BOEING727
1384067	BOEING727
138406G	BOEING727
138406N	BOEING727
1384073	BOEING727
1384074	BOEING727
1384075	BOEING727
1384076	BOEING727
1384077	BOEING727
1384078	BOEING727
1384079	BOEING727
138407E	BOEING727
138407K	BOEING727
138407L	BOEING727
138407M	BOEING727
138407N	BOEING727
138407P	BOEING727
138407Q	BOEING727
138407R	BOEING727
138407S	BOEING727
138407S	BOEING727
138407T	BOEING727
138408Q	BOEING727
138408Q	BOEING727
138408P	BOEING727
138408D	BOEING727
138408F	BOEING727
138408H	BOEING727
138408L	BOEING727
138408M	BOEING727
138408N	BOEING727
138408K	BOEING727
138408W	BOEING727
138408X	BOEING727

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
13840X2	BOEING727
13840XY	BOEING727
1384402	BOEING737
1384404	BOEING737
1384404	BOEING737
1384435	BOEING737
1384438	BOEING737
1384454	BOEING737
1384457	BOEING737
1384458	BOEING737
1384459	BOEING737
1384461	BOEING737
1384466	BOEING737
1384469	BOEING737
138446R	BOEING737
1384473	BOEING737
1384476	BOEING737
1384477	BOEING737
1384478	BOEING737
1384479	BOEING737
1384480	BOEING737
1384488	BOEING737
138448A	BOEING737
138448B	BOEING737
138448C	BOEING737
138448D	BOEING737
138448E	BOEING737
138448F	BOEING737
138448J	BOEING737
138448J	BOEING737
138448N	BOEING737
138448P	BOEING737
138448R	BOEING737
138448T	BOEING737
138448W	BOEING737
138448Y	BOEING737
1380102	BOEING75
1380104	BOEING75
1380106	BOEING75
1380108	BOEING75
1380110	BOEING75
1380112	BOEING75
1380114	BOEING75
1380116	BOEING75
1380118	BOEING75
1380120	BOEING75
1380122	BOEING75
1380124	BOEING75
1380128	BOEING75
1380130	BOEING75
1380131	BOEING75
1380132	BOEING75
1380134	BOEING75
1380136	BOEING75
1380138	BOEING75
1380140	BOEING75
1380142	BOEING75
1380144	BOEING75
1380146	BOEING75
1380148	BOEING75
1380150	BOEING75
1380152	BOEING75
1380154	BOEING75
1380202	BOEINGB17
1380204	BOEINGB17
1380208	BOEINGB17
1406006	BOLKM8105
5626005	BOLKM8105
5626006	BOLKM8105
4490102	BRASOVIS28
1461202	BRWSTRFLEET2
1461204	BRWSTRFLEET2
1461502	BRWSTRFLEET7
1461504	BRWSTRFLEET7
1461506	BRWSTRFLEET7
1461512	BRWSTRFLEET7
1461514	BRWSTRFLEET7
1461516	BRWSTRFLEET7
1880104	CAMRONMODELO
1880106	CAMRONMODELO
1880108	CAMRONMODELO
1880110	CAMRONMODELO
1880112	CAMRONMODELO
1880120	CAMRONMODELO
1880201	CAMRONMODELO
1880202	CAMRONMODELO
1880204	CAMRONMODELO
2071402	CESSNA120
2071602	CESSNA140
2071604	CESSNA140
2071802	CESSNA150
2071804	CESSNA150
2071806	CESSNA150
2071808	CESSNA150
2071810	CESSNA150
2071812	CESSNA150
2071814	CESSNA150
2071816	CESSNA150
2071818	CESSNA150
2071820	CESSNA150
2071822	CESSNA150
2071824	CESSNA150
2071826	CESSNA150
2071828	CESSNA150
2071830	CESSNA150
2071831	CESSNA150
2071835	CESSNA150
2071836	CESSNA150
2072302	CESSNA170
2072304	CESSNA170
2072306	CESSNA170
2072202	CESSNA172
2072402	CESSNA172
2072404	CESSNA172
2072406	CESSNA172
2072408	CESSNA172
2072410	CESSNA172
2072412	CESSNA172
2072413	CESSNA172
2072414	CESSNA172
2072416	CESSNA172
2072418	CESSNA172
2072420	CESSNA172
2072421	CESSNA172
2072424	CESSNA172
2072425	CESSNA172
2072426	CESSNA172
2072428	CESSNA172
2072430	CESSNA172
2072431	CESSNA172
2072432	CESSNA172
2072434	CESSNA172
2072438	CESSNA172
2072502	CESSNA175
2072504	CESSNA175
2072506	CESSNA175
2072508	CESSNA175
2073704	CESSNA177
2073706	CESSNA177
2073708	CESSNA177
2073709	CESSNA177
2072602	CESSNA180
2072604	CESSNA180
2072606	CESSNA180
2072608	CESSNA180
2072610	CESSNA180
2072612	CESSNA180
2072614	CESSNA180
2072616	CESSNA180
2072618	CESSNA180
2072622	CESSNA180
2072624	CESSNA180
2072702	CESSNA182
2072704	CESSNA182
2072706	CESSNA182
2072708	CESSNA182
2072710	CESSNA182
2072712	CESSNA182
2072714	CESSNA182
2072716	CESSNA182
2072718	CESSNA182
2072722	CESSNA182
2072724	CESSNA182
2072726	CESSNA182
2072728	CESSNA182
2072730	CESSNA182
2072732	CESSNA182
2072734	CESSNA182
2072735	CESSNA182
2075802	CESSNA182
2075806	CESSNA182
2075814	CESSNA182
2075816	CESSNA182
2072802	CESSNA185
2072804	CESSNA185
2072806	CESSNA185
2072808	CESSNA185
2072812	CESSNA185
2072816	CESSNA185
2072818	CESSNA185
2072820	CESSNA185
2072821	CESSNA185
2073002	CESSNA188

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
2073004	CESSNA188
2073005	CESSNA188
2073006	CESSNA188
2073007	CESSNA188
2073008	CESSNA188
2073012	CESSNA188
2072902	CESSNA190
2073102	CESSNA195
2073104	CESSNA195
2073106	CESSNA195
2073108	CESSNA195
2073110	CESSNA195
2073112	CESSNA195
2073302	CESSNA206
2073304	CESSNA206
2073306	CESSNA206
2073308	CESSNA206
2073309	CESSNA206
2073310	CESSNA206
2073311	CESSNA206
2073312	CESSNA206
2073313	CESSNA206
2073316	CESSNA206
2073317	CESSNA206
2073318	CESSNA206
2073319	CESSNA206
2073322	CESSNA206
2073324	CESSNA206
2073332	CESSNA206
2073333	CESSNA206
2073334	CESSNA206
2073338	CESSNA206
2073340	CESSNA206
2073342	CESSNA206
2073344	CESSNA206
2073346	CESSNA206
2073348	CESSNA206
2073350	CESSNA206
2073352	CESSNA206
2073353	CESSNA206
2073356	CESSNA206
2073357	CESSNA206
2073602	CESSNA207
2073604	CESSNA207
2073612	CESSNA207
2073614	CESSNA207
2073202	CESSNA210
2073204	CESSNA210
2073402	CESSNA210
2073403	CESSNA210
2073404	CESSNA210
2073406	CESSNA210
2073408	CESSNA210
2073410	CESSNA210
2073412	CESSNA210
2073414	CESSNA210
2073416	CESSNA210
2073418	CESSNA210
2073422	CESSNA210
2073430	CESSNA210
2073432	CESSNA210
2073436	CESSNA210
2073438	CESSNA210
2073439	CESSNA210
2073440	CESSNA210
2073446	CESSNA210
2073447	CESSNA210
2073448	CESSNA210
2073449	CESSNA210
2073450	CESSNA210
2073451	CESSNA210
2073453	CESSNA210
2073454	CESSNA210
2073456	CESSNA210
2073902	CESSNA305
2074002	CESSNA305
2074003	CESSNA305
2074004	CESSNA305
2074005	CESSNA305
2074006	CESSNA305
2074008	CESSNA305
2074010	CESSNA305
2074012	CESSNA305
2074014	CESSNA305
2074016	CESSNA305
2074018	CESSNA305
2074028	CESSNA305
2074030	CESSNA305
2074031	CESSNA305
207408D	CESSNA305
207408K	CESSNA305
2074202	CESSNA310
2074204	CESSNA310
2074206	CESSNA310
2074208	CESSNA310
2074210	CESSNA310
2074212	CESSNA310
2074214	CESSNA310
2074216	CESSNA310
2074218	CESSNA310
2074220	CESSNA310
2074222	CESSNA310
2074224	CESSNA310
2074226	CESSNA310
2074228	CESSNA310
2074230	CESSNA310
2074234	CESSNA310
2074238	CESSNA310
2074240	CESSNA310
2074242	CESSNA310
2074244	CESSNA310
2074245	CESSNA310
2074246	CESSNA310
2074502	CESSNA320
2074504	CESSNA320
2074506	CESSNA320
2074508	CESSNA320
2074510	CESSNA320
2074512	CESSNA320
2074514	CESSNA320
2074516	CESSNA320
2075602	CESSNA336
2075702	CESSNA337
2075703	CESSNA337
2075704	CESSNA337
2075706	CESSNA337
2075707	CESSNA337
2075712	CESSNA337
2075714	CESSNA337
2075717	CESSNA337
2075719	CESSNA337
2075721	CESSNA337
2075723	CESSNA337
2075724	CESSNA337
2075725	CESSNA337
2075726	CESSNA337
2075730	CESSNA337
2075731	CESSNA337
2075737	CESSNA337
2075733	CESSNA337
2076404	CESSNA340
2076405	CESSNA340
207590C	CESSNA401
207590D	CESSNA401
207590L	CESSNA401
207590K	CESSNA402
207590L	CESSNA402
207590M	CESSNA402
207590P	CESSNA402
207590R	CESSNA402
2075901	CESSNA404
2075902	CESSNA411
2075904	CESSNA411
2075907	CESSNA414
2075908	CESSNA414
2076010	CESSNA421
2076012	CESSNA421
2076014	CESSNA421
2076016	CESSNA421
2076602	CESSNA500
2076604	CESSNA500
2071302	CESSNAT50
2071304	CESSNAT50
2071305	CESSNAT50
2071306	CESSNAT50
2071307	CESSNAT50
2071308	CESSNAT50
2070702	CESSNAUC77
2070704	CESSNAUC77
2070802	CESSNAUC77
2070804	CESSNAUC77
2070806	CESSNAUC77
2070902	CESSNAUC94
2071002	CESSNAUC94
2071102	CESSNAUC94
2071104	CESSNAUC94
2370604	COMWTH185
5110102	CONAERLA4
5110104	CONAERLA4
5110202	CONAERLA4
5110204	CONAERLA4
5110302	CONAERLA4
5110304	CONAERLA4

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
5110306	CONAERLA4
5110308	CONAERLA4
5110310	CONAERLA4
5110312	CONAERLA4
5110314	CONAERLA4
5110316	CONAERLA4
2622601	CURTISC46
2622602	CURTISC46
2622604	CURTISC46
2622606	CURTISC46
2622608	CURTISC46
2622610	CURTISC46
2622624	CURTISC46
2622701	CURTISC46
2622702	CURTISC46
2622704	CURTISC46
2622706	CURTISC46
2622708	CURTISC46
2622710	CURTISC46
2622750	CURTISC46
2620502	CURTISJR
2620802	CURTISROBIN
2620804	CURTISROBIN
2620806	CURTISROBIN
2620808	CURTISROBIN
2620810	CURTISROBIN
2620812	CURTISROBIN
2620814	CURTISROBIN
2621002	CURTISTRVAIR
2621004	CURTISTRVAIR
2621006	CURTISTRVAIR
2621008	CURTISTRVAIR
2621010	CURTISTRVAIR
2621012	CURTISTRVAIR
2621102	CURTISTRVAIR
2621104	CURTISTRVAIR
2621106	CURTISTRVAIR
2621108	CURTISTRVAIR
2621202	CURTISTRVAIR
2621204	CURTISTRVAIR
2621302	CURTISTRVAIR
2621304	CURTISTRVAIR
2621306	CURTISTRVAIR
2621308	CURTISTRVAIR
2621402	CURTISTRVAIR
2621404	CURTISTRVAIR
2621406	CURTISTRVAIR
2621408	CURTISTRVAIR
2621502	CURTISTRVAIR
2621504	CURTISTRVAIR
2621506	CURTISTRVAIR
2621508	CURTISTRVAIR
2621602	CURTISTRVAIR
2621604	CURTISTRVAIR
2621606	CURTISTRVAIR
2621608	CURTISTRVAIR
2621702	CURTISTRVAIR
2621704	CURTISTRVAIR
2621802	CURTISTRVAIR
2621804	CURTISTRVAIR
2621806	CURTISTRVAIR
2621808	CURTISTRVAIR
2621810	CURTISTRVAIR
2621812	CURTISTRVAIR
2621814	CURTISTRVAIR
2621816	CURTISTRVAIR
2621818	CURTISTRVAIR
2621820	CURTISTRVAIR
2621822	CURTISTRVAIR
2621824	CURTISTRVAIR
2621826	CURTISTRVAIR
2621828	CURTISTRVAIR
2621830	CURTISTRVAIR
2621832	CURTISTRVAIR
2621902	CURTISTRVAIR
2621904	CURTISTRVAIR
2621906	CURTISTRVAIR
2621908	CURTISTRVAIR
2423302	CVAC 22
2423304	CVAC 22
2422601	CVAC 240
2422602	CVAC 240
2422604	CVAC 240
2422606	CVAC 240
2422608	CVAC 240
2422610	CVAC 240
2422612	CVAC 240
2422614	CVAC 240
2422616	CVAC 240
2422618	CVAC 240
2422620	CVAC 240
2422622	CVAC 240
2422624	CVAC 240
2422626	CVAC 240
2422628	CVAC 240
2422630	CVAC 240
2422632	CVAC 240
2422634	CVAC 240
2422636	CVAC 240
2422638	CVAC 240
2422640	CVAC 240
2422642	CVAC 240
2422644	CVAC 240
2422645	CVAC 240
2422646	CVAC 240
2422648	CVAC 240
2422702	CVAC 340
2422704	CVAC 340
2422706	CVAC 340
2422708	CVAC 340
242270A	CVAC 340
242270H	CVAC 340
2422712	CVAC 340
2422714	CVAC 340
2422716	CVAC 340
2422718	CVAC 340
2422742	CVAC 340
2422902	CVAC 440
2422904	CVAC 440
2420202	CVAC BT13
2420204	CVAC BT13
2420206	CVAC BT13
2420208	CVAC BT13
2420210	CVAC BT13
2420222	CVAC BT13
2420224	CVAC BT13
2420226	CVAC BT13
242022H	CVAC BT13
2420230	CVAC BT13
2420702	CVAC L13
2420704	CVAC L13
2420706	CVAC L13
*STC580	CVAC STC580
2422801	CVAC STC580
2422802	CVAC STC580
2422804	CVAC STC580
2422806	CVAC STC580
2423001	CVAC STC580
2423002	CVAC STC580
2700102	DART G
2700104	DART G
2700106	DART G
2700108	DART G
*DHC2	DHAV DHC2
2800102	DHAV DHC2
2800103	DHAV DHC2
2800104	DHAV DHC2
2800105	DHAV DHC2
2800106	DHAV DHC2
2800107	DHAV DHC2
2800108	DHAV DHC2
2800115	DHAV DHC2
2801832	DHAV DHC2
*DHC3	DHAV DHC3
2800202	DHAV DHC3
*DHC6	DHAV DHC6
2802606	DHAV DHC6
2801002	DHAVXXDH82
2801006	DHAVXXDH82
2801020	DHAVXXDH82
3020502	DOUG A26
3020504	DOUG A26
3020506	DOUG A26
3020510	DOUG A26
3020512	DOUG A26
3020514	DOUG A26
3020516	DOUG A26
3020518	DOUG A26
3020524	DOUG A26
3020525	DOUG A26
3020526	DOUG A26
3020527	DOUG A26
3021401	DOUG DC3
3021402	DOUG DC3
3021404	DOUG DC3
3021406	DOUG DC3
3021410	DOUG DC3
3021412	DOUG DC3
3021414	DOUG DC3
3021414	DOUG DC3
3021416	DOUG DC3
3021418	DOUG DC3
3021420	DOUG DC3

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
3021422	DOUG DC3
3021424	DOUG DC3
3021425	DOUG DC3
3021426	DOUG DC3
3021427	DOUG DC3
3021428	DOUG DC3
3021429	DOUG DC3
3021430	DOUG DC3
3021431	DOUG DC3
3021432	DOUG DC3
3021433	DOUG DC3
3021434	DOUG DC3
3021436	DOUG DC3
302143R	DOUG DC3
3021439	DOUG DC3
3021440	DOUG DC3
3021441	DOUG DC3
3021442	DOUG DC3
3021443	DOUG DC3
3021444	DOUG DC3
3021445	DOUG DC3
3021446	DOUG DC3
3021447	DOUG DC3
3021448	DOUG DC3
3021449	DOUG DC3
3021450	DOUG DC3
3021451	DOUG DC3
3021452	DOUG DC3
3021453	DOUG DC3
3021454	DOUG DC3
3021455	DOUG DC3
3021456	DOUG DC3
3021457	DOUG DC3
3021458	DOUG DC3
3021459	DOUG DC3
3021460	DOUG DC3
3021461	DOUG DC3
3021462	DOUG DC3
3021463	DOUG DC3
3021464	DOUG DC3
3021466	DOUG DC3
3021467	DOUG DC3
3021468	DOUG DC3
3021469	DOUG DC3
302146I	DOUG DC3
302146X	DOUG DC3
302146Y	DOUG DC3
302146Z	DOUG DC3
3021470	DOUG DC3
3021471	DOUG DC3
3021472	DOUG DC3
3021473	DOUG DC3
3021474	DOUG DC3
3021476	DOUG DC3
3021478	DOUG DC3
302147M	DOUG DC3
3021480	DOUG DC3
3021502	DOUG DC4
3021504	DOUG DC4
3021506	DOUG DC4
3021508	DOUG DC4
3021510	DOUG DC4
3021512	DOUG DC4
3021514	DOUG DC4
3021516	DOUG DC4
3021518	DOUG DC4
3021520	DOUG DC4
3021522	DOUG DC4
3021524	DOUG DC4
3021526	DOUG DC4
302152R	DOUG DC4
3021530	DOUG DC4
3021532	DOUG DC4
3021534	DOUG DC4
3021536	DOUG DC4
3021537	DOUG DC4
3021538	DOUG DC4
3021702	DOUG DC6
3021706	DOUG DC6
3021708	DOUG DC6
3021710	DOUG DC6
3021712	DOUG DC6
3021714	DOUG DC6
3021802	DOUG DC7
3021804	DOUG DC7
3021805	DOUG DC7
3021806	DOUG DC7
3021807	DOUG DC7
3021808	DOUG DC7
3021901	DOUG DC8
3021902	DOUG DC8
3021904	DOUG DC8
3021906	DOUG DC8
3021908	DOUG DC8
302190R	DOUG DC8
302190D	DOUG DC8
302190F	DOUG DC8
302190H	DOUG DC8
3021910	DOUG DC8
3021912	DOUG DC8
3021914	DOUG DC8
3021916	DOUG DC8
3021918	DOUG DC8
302191B	DOUG DC8
302191D	DOUG DC8
302191F	DOUG DC8
302191H	DOUG DC8
302191K	DOUG DC8
3021920	DOUG DC8
3021922	DOUG DC8
3021924	DOUG DC8
3021925	DOUG DC8
3021926	DOUG DC8
3021927	DOUG DC8
302192R	DOUG DC8
302192H	DOUG DC8
302192L	DOUG DC8
302192F	DOUG DC8
302192H	DOUG DC8
302192K	DOUG DC8
302192M	DOUG DC8
3021952	DOUG DC8
3021953	DOUG DC8
3021954	DOUG DC8
3021958	DOUG DC8
302195D	DOUG DC8
3021965	DOUG DC8
3021970	DOUG DC8
3021972	DOUG DC8
302197B	DOUG DC8
302197D	DOUG DC8
302198A	DOUG DC8
302198B	DOUG DC8
302198F	DOUG DC8
302198H	DOUG DC8
3022002	DOUG DC9
3022026	DOUG DC9
3022028	DOUG DC9
302202B	DOUG DC9
3022030	DOUG DC9
3022034	DOUG DC9
3022036	DOUG DC9
3022037	DOUG DC9
302203B	DOUG DC9
302203D	DOUG DC9
302203F	DOUG DC9
302203H	DOUG DC9
302203K	DOUG DC9
3022051	DOUG DC9
302205A	DOUG DC9
302205C	DOUG DC9
3022065	DOUG DC9
3022066	DOUG DC9
3022067	DOUG DC9
302206A	DOUG DC9
302206C	DOUG DC9
302206E	DOUG DC9
3022070	DOUG DC9
302207C	DOUG DC9
302207D	DOUG DC9
302207N	DOUG DC9
302207P	DOUG DC9
3022080	DOUG DC9
5760202	EIRVON20
5760202	EIRVON20
5760204	EIRVON20
5760204	EIRVON20
5760206	EIRVON20
3280103	EMAIR MA1
6070102	EMAIR MA1
3300404	ENSTRMF28
3300406	ENSTRMF28
3300407	ENSTRMF28
3300424	ENSTRMF28
3300502	ENSTRMF28
3300505	ENSTRMF28
3480502	FLEET 16B
3480504	FLEET 16B
3370202	FRCHLD24
3370204	FRCHLD24
3370206	FRCHLD24
3370208	FRCHLD24
3370210	FRCHLD24

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
3370212	FRCHLD24
3370214	FRCHLD24
3370216	FRCHLD24
3370218	FRCHLD24
3370220	FRCHLD24
3370222	FRCHLD24
3370224	FRCHLD24
3370302	FRCHLD24
3370304	FRCHLD24
3370402	FRCHLD24
3370404	FRCHLD24
3370406	FRCHLD24
3370408	FRCHLD24
3370410	FRCHLD24
3370412	FRCHLD24
3370414	FRCHLD24
3370416	FRCHLD24
3370418	FRCHLD24
3370502	FRCHLD24
3370504	FRCHLD24
3370506	FRCHLD24
3370508	FRCHLD24
3370510	FRCHLD24
3370512	FRCHLD24
3370514	FRCHLD24
3370516	FRCHLD24
3370518	FRCHLD24
3370520	FRCHLD24
3370602	FRCHLD24
3370604	FRCHLD24
3370606	FRCHLD24
3370608	FRCHLD24
3370610	FRCHLD24
3370612	FRCHLD24
3370614	FRCHLD24
3370616	FRCHLD24
3370618	FRCHLD24
3370620	FRCHLD24
3370622	FRCHLD24
3370624	FRCHLD24
3370626	FRCHLD24
3370628	FRCHLD24
3372102	FRCHLDC119
3372106	FRCHLDC119
3372108	FRCHLDC119
3373002	FRCHLDF27
3373004	FRCHLDF27
3373006	FRCHLDF27
3373008	FRCHLDF27
3373010	FRCHLDF27
3373016	FRCHLDF27
3376502	FRCHLDFH1100
3376504	FRCHLDFH1100
4360302	FRCHLDFH1100
4361405	FRCHLDFH1100
3371602	FRCHLDM62
3371604	FRCHLDM62
3371606	FRCHLDM62
3371608	FRCHLDM62
3371610	FRCHLDM62
3371612	FRCHLDM62
3371614	FRCHLDM62
3371616	FRCHLDM62
3371618	FRCHLDM62
3371620	FRCHLDM62
3371622	FRCHLDM62
3371624	FRCHLDM62
3371626	FRCHLDM62
3371628	FRCHLDM62
3371630	FRCHLDM62
3371632	FRCHLDM62
3371634	FRCHLDM62
3371636	FRCHLDM62
3371638	FRCHLDM62
3371640	FRCHLDM62
3371642	FRCHLDM62
3374004	FRCHLDM62
3374006	FRCHLDM62
3800344	GLASFL201
3800335	GLASFLH301
3800337	GLASFLH301
3800339	GLASFLH301
3800341	GLASFLH301
1660104	GROB ASTIR
3910101	GRTLKS2T1
3910102	GRTLKS2T1
3910104	GRTLKS2T1
3910106	GRTLKS2T1
3910107	GRTLKS2T1
3910108	GRTLKS2T1
3950306	GRUMANTBM
3950308	GRUMANTBM
3950310	GRUMANTBM
0630820	GRUMAVAA1
0631202	GRUMAVAA1
0632001	GRUMAVAA1
3960100	GRUMAVAA1
3960102	GRUMAVAA1
3960103	GRUMAVAA1
3960502	GRUMAVAA1
0632005	GRUMAVAA5
3960104	GRUMAVAA5
3960105	GRUMAVAA5
3952801	GRUMAVG164
3960201	GRUMAVG164
3960202	GRUMAVG164
3960203	GRUMAVG164
8052214	GRUMAVG164
0630610	GULSTMAA1
0630710	GULSTMAA1
0631206	GULSTMAA1
0631214	GULSTMAA1
0631410	GULSTMAA5
3960105	GULSTMAA5
3960106	GULSTMAA5
3970104	GULSTMAA5
3970106	GULSTMAA5
3953505	GULSTMG1159
3970108	GULSTMG1159
3952702	GULSTMG159
3952707	GULSTMG164
3952704	GULSTMG164
3952802	GULSTMG164
3952803	GULSTMG164
3952804	GULSTMG164
3979908	GULSTMG164
3951202	GULSTMG21
3951204	GULSTMG21
3951206	GULSTMG21
3951208	GULSTMG21
3951210	GULSTMG21
3951212	GULSTMG21
3951214	GULSTMG21
3951216	GULSTMG21
3951218	GULSTMG21
3951502	GULSTMG44
3951504	GULSTMG44
3951506	GULSTMG44
3951508	GULSTMG44
3951802	GULSTMG73
3960401	GULSTMGA7
4300302	HELIO H250
4300802	HELIO H295
4301101	HELIO H295
4301102	HELIO H295
4301104	HELIO H295
4300102	HELIO H391
4300104	HELIO H391
4300106	HELIO H391
4300202	HELIO H395
4300204	HELIO H395
4300206	HELIO H395
4360102	HILLERUH12
4360103	HILLERUH12
4360104	HILLERUH12
4360106	HILLERUH12
4360108	HILLERUH12
4360109	HILLERUH12
4360110	HILLERUH12
4360111	HILLERUH12
4360112	HILLERUH12
4360114	HILLERUH12
4360116	HILLERUH12
4360117	HILLERUH12
4360118	HILLERUH12
4360119	HILLERUH12
4360120	HILLERUH12
4360121	HILLERUH12
4360122	HILLERUH12
4360126	HILLERUH12
4360127	HILLERUH12
4360128	HILLERUH12
4360129	HILLERUH12
4360130	HILLERUH12
4360135	HILLERUH12
4470402	HUGHES269
4470404	HUGHES269
4470406	HUGHES269
4470502	HUGHES269
4470504	HUGHES269
4470702	HUGHES369
4470706	HUGHES369
4470718	HUGHES369

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
4470720	HUGHES369
4470722	HUGHES369
4470728	HUGHES369
4470730	HUGHES369
4470802	HUGHES369
2800402	HWKSLYDH104
2800404	HWKSLYDH104
2800406	HWKSLYDH104
280040A	HWKSLYDH104
2800410	HWKSLYDH104
2800412	HWKSLYDH104
2800414	HWKSLYDH104
2800416	HWKSLYDH104
2800417	HWKSLYDH104
280041A	HWKSLYDH104
2800420	HWKSLYDH104
*DH114	HWKSLYDH114
2800501	HWKSLYDH114
2800502	HWKSLYDH114
2800504	HWKSLYDH114
2800506	HWKSLYDH114
2800508	HWKSLYDH114
2800510	HWKSLYDH114
*DH125	HWKSLYDH125
4210101	HWKSLYDH125
4210112	HWKSLYDH125
4230102	HWKSLYDH125
4230106	HWKSLYDH125
4230110	HWKSLYDH125
4230112	HWKSLYDH125
4230126	HWKSLYDH125
4230130	HWKSLYDH125
4230134	HWKSLYDH125
4230138	HWKSLYDH125
423013M	HWKSLYDH125
423013P	HWKSLYDH125
4230140	HWKSLYDH125
4230158	HWKSLYDH125
4230170	HWKSLYDH125
1440502	HYNES B2
1440504	HYNES B2
1440506	HYNES B2
1440508	HYNES B2
0140302	INTPCP200
0140304	INTRCP200
0140306	INTRCP200
0140308	INTRCP200
0140312	INTPCP200
0142002	ISRAEL1121
0142006	ISRAEL1121
0142010	ISRAEL1121
4500101	ISRAEL1123
4500102	ISRAEL1124
4690502	JBMSTRDGA15
4690504	JBMSTRDGA15
4690506	JBMSTRDGA15
4690508	JBMSTRDGA15
4690510	JBMSTRDGA15
4690512	JBMSTRDGA15
4690514	JBMSTRDGA15
4690516	JBMSTRDGA15
4690518	JBMSTRDGA15
5090204	LAIKFN10
5090206	LAIKFN10
5090208	LAIKFN10
5170102	LEAR 23
5170302	LEAR 24
5170304	LEAR 24
5170306	LEAR 24
5170307	LEAR 24
517030A	LEAR 24
517030B	LEAR 24
5170310	LEAR 24
5170311	LEAR 24
5170316	LEAR 24
5170317	LEAR 24
5170506	LEAR 25
5170509	LEAR 25
5170511	LEAR 25
5170513	LEAR 25
5170514	LEAR 25
5170516	LEAR 25
5170600	LEAR 35
5170601	LEAR 35
5170602	LEAR 35
5170603	LEAR 35
1360306	LET L13
*1011	LKHEED1011
5265010	LKHEED1011
5265015	LKHEED1011
5261402	LKHEED12A
5261404	LKHEED12A
5261406	LKHEED12A
5261408	LKHEED12A
5261410	LKHEED12A
*1329	LKHEED1329
5263102	LKHEED1329
5263104	LKHEED1329
5263106	LKHEED1329
526310A	LKHEED1329
5263110	LKHEED1329
5263116	LKHEED1329
5263119	LKHEED1329
5263125	LKHEED1329
5261602	LKHEED18
5261603	LKHEED18
5261604	LKHEED18
5261606	LKHEED18
5261608	LKHEED18
5261610	LKHEED18
5261612	LKHEED18
5261614	LKHEED18
5261616	LKHEED18
5261618	LKHEED18
5261620	LKHEED18
5261622	LKHEED18
5261624	LKHEED18
5261632	LKHEED18
5261634	LKHEED18
5261636	LKHEED18
5261638	LKHEED18
5261640	LKHEED18
5261642	LKHEED18
5262602	LKHEED18A
5262604	LKHEED18A
5260102	LKHEEDPV1
5260104	LKHEEDPV1
5260106	LKHEEDPV1
5260401	LKHEEDT33
5260402	LKHEEDT33
5260404	LKHEEDT33
5260406	LKHEEDT33
8190102	LUSCOM8
8190104	LUSCOM8
8190106	LUSCOM8
8190108	LUSCOM8
8190110	LUSCOM8
8190112	LUSCOM8
8190114	LUSCOM8
8190116	LUSCOM8
8190118	LUSCOM8
8190120	LUSCOM8
8190122	LUSCOM8
8190124	LUSCOM8
8190126	LUSCOM8
8190128	LUSCOM8
8190130	LUSCOM8
8190132	LUSCOM8
8190154	LUSCOM8
5450702	MARTIN404
5460102	MAULE M4
5460104	MAULE M4
5460105	MAULE M4
5460106	MAULE M4
5460108	MAULE M4
5460112	MAULE M4
5460114	MAULE M4
5460116	MAULE M4
5460128	MAULE M4
5460130	MAULE M4
5460132	MAULE M4
5460133	MAULE M5
5460134	MAULE M5
5460135	MAULE M5
5500604	MCCULHJ?
5480102	MCLISHFUNKB
5480104	MCLISHFUNKB
5480106	MCLISHFUNKB
5480108	MCLISHFUNKB
5480202	MCLISHFUNKB
5480204	MCLISHFUNKB
5480206	MCLISHFUNKB
5480208	MCLISHFUNKB
5650202	MEYERSOTW
5650204	MEYERSOTW
5650206	MEYERSOTW
5650208	MEYERSOTW
5810102	MNCOUP90
5810104	MNCOUP90
5810107	MNCOUP90
581010A	MNCOUP90
5810110	MNCOUP90
5810130	MNCOUP90

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
5870101	MNMITEM18
5870102	MNMITEM18
5870104	MNMITEM18
5870106	MNMITEM18
5870108	MNMITEM18
5870202	MOONEYM20
5870204	MOONEYM20
5870206	MOONEYM20
5870208	MOONEYM20
5870210	MOONEYM20
5870212	MOONEYM20
5870214	MOONEYM20
5870219	MOONEYM20
5870220	MOONEYM20
5870304	MOONEYM20
5870306	MOONEYM20
5870308	MOONEYM20
5870310	MOONEYM20
5870312	MOONEYM20
5870314	MOONEYM20
5870316	MOONEYM20
5940202	MORISY2150
5940204	MORISY2150
8120412	MPCHTIS205
5780404	MTSBSIMU2
5780405	MTSBSIMU2
5780406	MTSBSIMU2
5780407	MTSBSIMU2
5780408	MTSBSIMU2
5780409	MTSBSIMU2
5780410	MTSBSIMU2
5780411	MTSBSIMU2
5780412	MTSBSIMU2
5780413	MTSBSIMU2
5780414	MTSBSIMU2
5780440	MTSBSIMU2
5780460	MTSBSIMU2
9230602	MULTECD16
9230604	MULTECD16
9230606	MULTECD16
9230608	MULTECD16
9230610	MULTECD16
9230612	MULTECD16
6400702	NAMER B25
6400704	NAMER B25
6400705	NAMER B25
6400706	NAMER B25
6400708	NAMER B25
6400710	NAMER B25
6400712	NAMER B25
6400713	NAMER B25
6400714	NAMER B25
6400718	NAMER B25
6400719	NAMER B25
6402302	NAMER F51
6402304	NAMER F51
6402305	NAMER F51
6402306	NAMER F51
6402308	NAMER F51
6402309	NAMER F51
6402310	NAMER F51
6402314	NAMER F51
6402502	NAMER NA260
6402504	NAMER NA260
6402506	NAMER NA260
6402512	NAMER NA260
1922828	NAMER T6
6400402	NAMER T6
6400404	NAMER T6
6400406	NAMER T6
6400408	NAMER T6
6400410	NAMER T6
6400412	NAMER T6
6400414	NAMER T6
6400416	NAMER T6
6400417	NAMER T6
6400418	NAMER T6
6400419	NAMER T6
6400420	NAMER T6
6400422	NAMER T6
6400424	NAMER T6
6400426	NAMER T6
6400432	NAMER T6
6400434	NAMER T6
6400441	NAMER T6
6400442	NAMER T6
6120702	NAVAL N3N
6150104	NAVIONNAVION
6150106	NAVIONNAVION
6150108	NAVIONNAVION
6150110	NAVIONNAVION
6150112	NAVIONNAVION
6150114	NAVIONNAVION
6150116	NAVIONNAVION
6150120	NAVIONNAVION
6150122	NAVIONNAVION
6150130	NAVIONNAVION
6150132	NAVIONNAVION
6150134	NAVIONNAVION
6150136	NAVIONNAVION
6150138	NAVIONNAVION
6150140	NAVIONNAVION
6150142	NAVIONNAVION
6150144	NAVIONNAVION
6150146	NAVIONNAVION
6150148	NAVIONNAVION
6150160	NAVIONNAVION
6150162	NAVIONNAVION
6150164	NAVIONNAVION
6150166	NAVIONNAVION
6150168	NAVIONNAVION
6150170	NAVIONNAVION
6150172	NAVIONNAVION
6150174	NAVIONNAVION
6150176	NAVIONNAVION
6150178	NAVIONNAVION
8141608	ORLHELH19
8141609	ORLHELH19
8141610	ORLHELH19
8141612	ORLHELH19
8141614	ORLHELH19
8141616	ORLHELH19
8141618	ORLHELH19
0560401	PICARDAX6
7001219	PICARDAX6
700122A	PICARDAX6
7090103	PILATSB4
7090104	PILATSB4
7106001	PIPER 600
7106002	PIPER 600
7106010	PIPER 600
8360608	PIPER 600
7100402	PIPER J2
7100412	PIPER J2
7100502	PIPER J3
7100503	PIPER J3
7100504	PIPER J3
7100506	PIPER J3
7100509	PIPER J3
7100510	PIPER J3
7100511	PIPER J3
7100512	PIPER J3
7100514	PIPER J3
7100516	PIPER J3
7100518	PIPER J3
7100520	PIPER J3
7100521	PIPER J3
7100522	PIPER J3
7100524	PIPER J3
7100525	PIPER J3
7100526	PIPER J3
7100527	PIPER J3
7100528	PIPER J3
710052B	PIPER J3
7100529	PIPER J3
7100530	PIPER J3
7100532	PIPER J3
7100534	PIPER J3
7100536	PIPER J3
710053B	PIPER J3
7100540	PIPER J3
7100541	PIPER J3
7100542	PIPER J3
7100544	PIPER J3
7100546	PIPER J3
7100548	PIPER J3
7100550	PIPER J3
7100552	PIPER J3
7101102	PIPER J3
7101104	PIPER J3
7100602	PIPER J4
7100604	PIPER J4
7100606	PIPER J4
7100608	PIPER J4
710061U	PIPER J4
7100612	PIPER J4
7100614	PIPER J4
7100202	PIPER J5
7100204	PIPER J5
7100702	PIPER J5
7100704	PIPER J5

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
7100706	PIPER J5
7100708	PIPER J5
7100710	PIPER J5
7100712	PIPER J5
7101202	PIPER PA12
7101204	PIPER PA12
7101402	PIPER PA14
7101502	PIPER PA15
7101602	PIPER PA16
7101604	PIPER PA16
7101702	PIPER PA17
7101802	PIPER PA18
7101804	PIPER PA18
7101806	PIPER PA18
7101808	PIPER PA18
7101809	PIPER PA18
7101810	PIPER PA18
7101811	PIPER PA18
7101812	PIPER PA18
7101813	PIPER PA18
7101814	PIPER PA18
7101815	PIPER PA18
7101816	PIPER PA18
7101818	PIPER PA18
7101820	PIPER PA18
7101822	PIPER PA18
7101824	PIPER PA18
7101826	PIPER PA18
7101828	PIPER PA18
7101830	PIPER PA18
7101832	PIPER PA18
7101834	PIPER PA18
7101836	PIPER PA18
7101837	PIPER PA18
7101838	PIPER PA18
7101902	PIPER PA18
7101903	PIPER PA18
7101904	PIPER PA18
7101906	PIPER PA18
7102002	PIPER PA20
7102004	PIPER PA20
7102006	PIPER PA20
7102008	PIPER PA20
7102010	PIPER PA20
7102012	PIPER PA20
7102016	PIPER PA20
7102202	PIPER PA22
7102203	PIPER PA22
7102204	PIPER PA22
7102206	PIPER PA22
7102208	PIPER PA22
7102210	PIPER PA22
7102212	PIPER PA22
7102214	PIPER PA22
7102216	PIPER PA22
*PA23	PIPER PA23
7102302	PIPER PA23
7102303	PIPER PA23
7102304	PIPER PA23
7102306	PIPER PA23
7102308	PIPER PA23
7102309	PIPER PA23
7102310	PIPER PA23
7102402	PIPER PA24
7102403	PIPER PA24
7102404	PIPER PA24
7102406	PIPER PA24
7102407	PIPER PA24
7102408	PIPER PA24
7102409	PIPER PA24
7102502	PIPER PA25
7102504	PIPER PA25
7102508	PIPER PA25
7102510	PIPER PA28
7102801	PIPER PA28
7102802	PIPER PA28
7102803	PIPER PA28
7102804	PIPER PA28
7102805	PIPER PA28
7102806	PIPER PA28
7102807	PIPER PA28
7102808	PIPER PA28
7102809	PIPER PA28
7102810	PIPER PA28
7102811	PIPER PA28
7102812	PIPER PA28
7102813	PIPER PA28
7102814	PIPER PA28
7102815	PIPER PA28
7102816	PIPER PA28
7102818	PIPER PA28
7102819	PIPER PA28
7102824	PIPER PA28
7103002	PIPER PA30
7103015	PIPER PA30
7103902	PIPER PA30
7104002	PIPER PA30
7103102	PIPER PA31
7103103	PIPER PA31
7103104	PIPER PA31
7103105	PIPER PA31
7103110	PIPER PA31
7103120	PIPER PA31
7103126	PIPER PA31
7103124	PIPER PA31T
7103206	PIPER PA32
7103208	PIPER PA32
7103211	PIPER PA32
7103212	PIPER PA32
7103213	PIPER PA32
7103214	PIPER PA32
7103215	PIPER PA32
7103216	PIPER PA32
7103217	PIPER PA32
7103222	PIPER PA32
7103404	PIPER PA34
7103405	PIPER PA34
7103406	PIPER PA34
7103408	PIPER PA34
7103610	PIPER PA36
7103612	PIPER PA36
7103614	PIPER PA36
7103812	PIPER PA38
7300102	PRATT PRG1
7300104	PRATT PRG1
7300106	PRATT PRG1
0140302	PROPJT200
0140304	PROPJT200
0140306	PROPJT200
0140308	PROPJT200
0140314	PROPJT200
0140312	PROPJT200
5650302	PROPJT200
5650304	PROPJT200
5650306	PROPJT200
5650308	PROPJT200
5650310	PROPJT200
6480116	RANKIN65
6480118	RANKIN65
6480120	RANKIN65
6480122	RANKIN65
6480124	RANKIN65
7480502	RAVEN RX6
05604XT	RAVEN S50
05604XW	RAVEN S50
7480202	RAVEN S50
7480204	RAVEN S50
7480402	RAVEN S55
0144701	RKWELL112
7630302	RKWELL112
7630303	RKWELL112
7630306	RKWELL112
7630307	RKWELL112
7630314	RKWELL112
0141102	RKWELL500
0141104	RKWELL500
0141106	RKWELL500
0141107	RKWELL500
0141108	RKWELL500
0141202	RKWELL520
0141402	RKWELL560
0141404	RKWELL560
0141406	RKWELL560
0141408	RKWELL680
0141602	RKWELL680
0141604	RKWELL680
0141606	RKWELL680
0141608	RKWELL680
0141610	RKWELL680
0141611	RKWELL680
0141612	RKWELL680
0141802	RKWELL680
0141712	RKWELL680TP
0141714	RKWELL680TP
0141716	RKWELL680TP
0141718	RKWELL680TP
0141720	RKWELL690TP
0141722	RKWELL690TP
7630516	RKWELL690TP
*NA265	RKWELLNA265
6402602	RKWELLNA265
6402604	RKWELLNA265
6402606	RKWELLNA265

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
6402608	RKWELLNA265
6402610	RKWELLNA265
6402612	RKWELLNA265
6402614	RKWELLNA265
6402618	RKWELLNA265
7630108	RKWELLNA265
7630108	RKWELLNA265
3801206	ROLSCHLS
3801208	ROLSCHLS
3801211	ROLSCHLS
3801214	ROLSCHLS
7830502	RYAN ST3
7830504	RYAN ST3
7830506	RYAN ST3
7830402	RYAN STA
7830404	RYAN STA
38015HZ	SCHLERASW15
38015HZ	SCHLERASW15
3801508	SCHLERASW19
3801506	SCHLERASW20
3801559	SCHLERK8
3801563	SCHLERK8
3801525	SCHLERKA6
3801528	SCHLERKA6
3801530	SCHLERKA6
3801533	SCHLERKA6
3801535	SCHLERKA6
3801536	SCHLERKA6
3801537	SCHLERKA6
3801540	SCHLERKA6
3801542	SCHLERKA6
3801545	SCHLERKA6
1121223	SCTAIVB206
1121224	SCTAIVB206
4130402	SCTAIVHP137
8050101	SCWZERSG1
8050102	SCWZERSG1
8050103	SCWZERSG1
8050104	SCWZERSG1
8050105	SCWZERSG1
8050106	SCWZERSG1
8050107	SCWZERSG1
8050108	SCWZERSG1
8050110	SCWZERSG1
8050111	SCWZERSG1
8050112	SCWZERSG1
8050113	SCWZERSG1
8050114	SCWZERSG1
8050116	SCWZERSG1
8050118	SCWZERSG1
8050120	SCWZERSG1
8050122	SCWZERSG1
8050124	SCWZERSG1
8050124	SCWZERSG1
8050146	SCWZERSG1
8050147	SCWZERSG1
8050148	SCWZERSG1
8050149	SCWZERSG1
8050151	SCWZERSG1
8050501	SCWZERSG1
8050502	SCWZERSG1
8050504	SCWZERSG1
8050515	SCWZERSG1
8053604	SCWZERSG1
8050202	SCWZERSG2
8050204	SCWZERSG2
8050206	SCWZERSG2
8050210	SCWZERSG2
8050602	SCWZERSG2
8050604	SCWZERSG2
8050606	SCWZERSG2
8050608	SCWZERSG2
8050610	SCWZERSG2
8050612	SCWZERSG2
8050614	SCWZERSG2
8051404	SCWZERSG2
8051604	SCWZERSG2
8051606	SCWZERSG2
8050902	SCWZERTG3A
8070802	SEMCO CLNGER
8071701	SEMCO MODELT
8141602	SKRSKYS55
8141604	SKRSKYS55
8141606	SKRSKYS55
8141615	SKRSKYS55
814161E	SKRSKYS55
814161G	SKRSKYS55
814161J	SKRSKYS55
8141622	SKRSKYS55
8141630	SKRSKYS55
8141632	SKRSKYS55
8141801	SKRSKYS58
8141802	SKRSKYS58
8141804	SKRSKYS58
8141806	SKRSKYS58
8141808	SKRSKYS58
8141811	SKRSKYS58
8141814	SKRSKYS58
8141815	SKRSKYS58
8141816	SKRSKYS58
8141831	SKRSKYS58
8141836	SKRSKYS58
8141837	SKRSKYS58
8141803	SKRSKYS58T
8141805	SKRSKYS58T
8141807	SKRSKYS58T
8141840	SKRSKYS58T
8141842	SKRSKYS58T
0140202	SLINDS100
0140203	SLINDS100
0140204	SLINDS100
0140208	SLINDS100
0140210	SLINDS100
9550102	SLINDS100
9550104	SLINDS100
9550112	SLINDS100
1710602	SMITH 600
1710606	SMITH 600
8360602	SMITH 600
8360606	SMITH 600
8360802	SMITH 600
8360806	SMITH 600
8680506	SNIAS SA318
8680508	SNIAS SA318
8680511	SNIAS SA318
8680511	SNIAS SA318
8402842	SOCATAMS894
38019VC	SPHRTHCIKRUS
38019VE	SPHRTHCIKRUS
3801925	SPHRTHNIMBUS
38019VD	SPHRTHNIMBUS
38019VG	SPHRTHNIMBUS
38019VJ	SPHRTHNIMBUS
8632002	STNSON10
8632004	STNSON10
8632102	STNSON10
8632104	STNSON10
8632106	STNSON10
8630202	STNSONL5
8630204	STNSONL5
8630206	STNSONL5
8630208	STNSONL5
8630210	STNSONL5
8630212	STNSONL5
8630214	STNSONL5
8631502	STNSONSR9
8631504	STNSONSR9
8631506	STNSONSR9
8631508	STNSONSR9
8631510	STNSONSR9
8631512	STNSONSR9
8631514	STNSONSR9
8631516	STNSONSR9
8631518	STNSONSR9
8631520	STNSONSR9
8631522	STNSONSR9
8631524	STNSONSR9
8631526	STNSONSR9
8631528	STNSONSR9
3080202	STOLAMRC3
3080203	STOLAMRC3
3080204	STOLAMRC3
3080206	STOLAMRC3
8730207	SUPAC LA
8730204	SUPAC LA
8730206	SUPAC LA
8730208	SUPAC LA
8730302	SUPAC V
8730304	SUPAC V
8730306	SUPAC V
8730308	SUPAC V
*SA226	SWRNGNSA226
8780127	SWRNGNSA226
8780404	SWRNGNSA226
8780405	SWRNGNSA226
8780102	SWRNGNSA26
8780112	SWRNGNSA26
8850402	TCRAFKD
8850404	TCRAFKD
8850406	TCRAFKD
8850408	TCRAFKD
8850410	TCRAFKD
8850412	TCRAFKD

APPENDIX C. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE (CONTINUED)

FAA	SDR
8850414	TCRAFKD
8850416	TCRAFKD
8850418	TCRAFKD
8850420	TCRAFKD
8850422	TCRAFKD
8850448	TCRAFKD
9230702	TCRAFT19
9230703	TCRAFT19
8850202	TCRAFTA
8850302	TCRAFTBC
8850304	TCRAFTBC
8850306	TCRAFTBC
8850308	TCRAFTBC
8850310	TCRAFTBC
8850312	TCRAFTBC
8850314	TCRAFTBC
8850316	TCRAFTBC
8850318	TCRAFTBC
8850320	TCRAFTBC
8850321	TCRAFTBC
8850322	TCRAFTBC
8850323	TCRAFTBC
8850324	TCRAFTBC
9230902	TCRAFTBC
9230904	TCRAFTBC
9230906	TCRAFTBC
9230908	TCRAFTBC
9230912	TCRAFTBC
9230914	TCRAFTBC
9230916	TCRAFTBC
9230918	TCRAFTBC
9230920	TCRAFTBC
9230922	TCRAFTBC
9230924	TCRAFTBC
9230926	TCRAFTBC
9230928	TCRAFTBC
8850326	TCRAFTBF
8850328	TCRAFTBF
8850330	TCRAFTBF
8850332	TCRAFTBF
8850334	TCRAFTBF
8850336	TCRAFTBF
8850338	TCRAFTBF
8850340	TCRAFTBF
8850342	TCRAFTBF
8850344	TCRAFTBF
8850346	TCRAFTBL
8850348	TCRAFTBL
8850350	TCRAFTBL
8850352	TCRAFTBL
8850354	TCRAFTBL
8850356	TCRAFTBL
8850358	TCRAFTBL
8890402	TEMCO 11A
8890404	TEMCO 11A
9970105	THUNDRAX7
8970107	THUNDRAX7
8970108	THUNDRAX7
8970110	THUNDRAX7
0190402	TRYTEKK
0190404	TRYTEKK

FAA	SDR
9230102	UNIVACGC1
9230104	UNIVACGC1
9230106	UNIVACGC1
9230108	UNIVACGC1
9230110	UNIVACGC1
9230112	UNIVACGC1
9230402	UNIVAR108
9230404	UNIVAR108
9230406	UNIVAR108
9230408	UNIVAR108
9230412	UNIVAR108
9230414	UNIVAR108
9230416	UNIVAR108
9230418	UNIVAR108
0420102	UNIVAR415
0420104	UNIVAR415
0420202	UNIVAR415
0420204	UNIVAR415
0420302	UNIVAR415
0420304	UNIVAR415
0420306	UNIVAR415
0420308	UNIVAR415
0420310	UNIVAR415
0420312	UNIVAR415
0420314	UNIVAR415
0420316	UNIVAR415
0420318	UNIVAR415
0420320	UNIVAR415
0420322	UNIVAR415
0420324	UNIVAR415
0420326	UNIVAR415
0420328	UNIVAR415
0420330	UNIVAR415
0420332	UNIVAR415
0420334	UNIVAR415
0420336	UNIVAR415
0420338	UNIVAR415
0420340	UNIVAR415
0420402	UNIVAR415
0420404	UNIVAR415
0420406	UNIVAR415
0420408	UNIVAR415
0420410	UNIVAR415
0420502	UNIVAR415
0420504	UNIVAR415
0420702	UNIVAR415
0420722	UNIVAR415
0540102	UNIVAR415
0540104	UNIVAR415
5872014	UNIVAR415
5872016	UNIVAR415
9470204	VICKER745
9470402	VICKER745
9470404	VICKER745
9470602	VICKER745
9601202	WACO ASO
9600702	WACO GXF
9600304	WACO P
9600422	WACO R
9600306	WACO U
9600404	WACO U

FAA	SDR
9600405	WACO U
9600508	WACO U
9600510	WACO U
9601302	WACO UPF7
9601304	WACO UPF7
9600816	WACO YK
9600818	WACO YK
9600832	WACO YK
9600834	WACO YK
9600835	WACO YK
9600836	WACO YK
9600838	WACO YK
9600840	WACO YK
0190406	WOODHM65
0190712	WOODHM65
0190714	WOODHM65
0190716	WOODHM65
0190718	WOODHM65
0190920	WOODHM65
0190922	WOODHM65
0190924	WOODHM65
0190926	WOODHM65
0190928	WOODHM65
0190930	WOODHM65
0190932	WOODHM65
9630404	WTHRLY201
9630406	WTHRLY201
9630408	WTHRLY201
9630410	WTHRLY201

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